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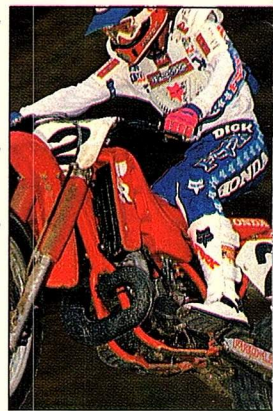
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Ronnie Tichenor

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Rick Johnson

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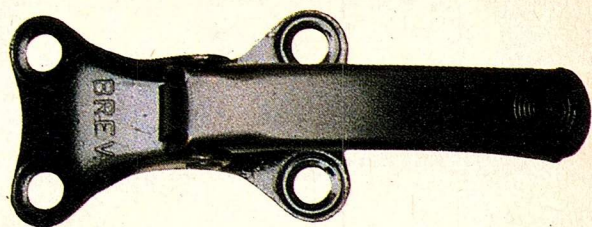
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Rick Johnson



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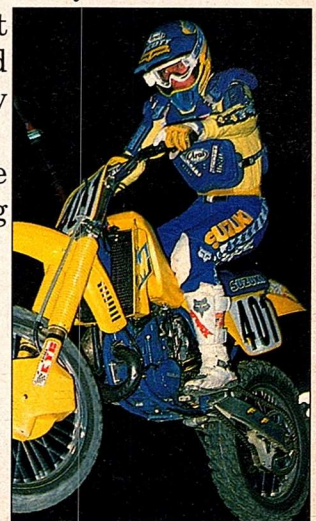
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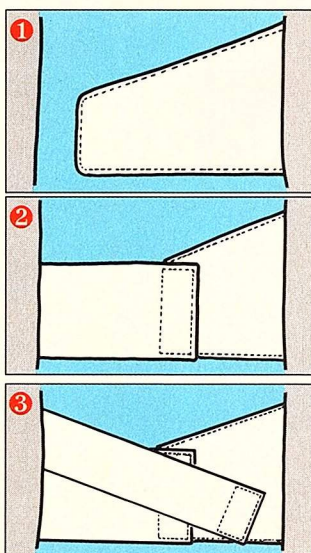
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MOTOCROSS ACTION

MAGAZINE
VOLUME 16, NO. 9 SEPTEMBER 1988

ON THE COVER:—Tom Strattman's Nikon catches Ron Lechien as he tries to beat Team Surf's Jeff Glass to the first turn. (on page 6) Ron then slams a berm for the massive Mt. Morris crowd and Todd Smith's Canon. Inset photos of the '89 YZ & CR courtesy of Yamaha & Honda. Cover design by DeWest. Separations by Valley Film.

WARNING: Much of the action depicted in this magazine is potentially dangerous. Virtually all of the riders seen in our photos are experienced experts or professionals. Do not attempt to duplicate any stunts that are beyond your own capabilities. Always use discretion and wear the appropriate safety gear.

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MOTOCROSS ACTION Magazine (USPS 986-340) ISSN 0146-3292 (Sept. '88) is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 10600 Sepulveda Boulevard, Mission Hills, California 91345. Subscriptions \$14.98 for 12 issues (one year). Canada add \$5 per year and all other foreign add \$6 per year for additional postage. Copyright © 1988 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by mimeograph or any other means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs, and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Second-class postage paid at San Fernando, California 91340, and at additional mailing offices. POSTMASTER: Send address changes to MOTOCROSS ACTION Magazine, P.O. Box 9502, Mission Hills, California 91345-9502. Printed in USA.

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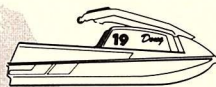
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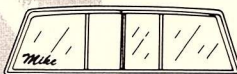
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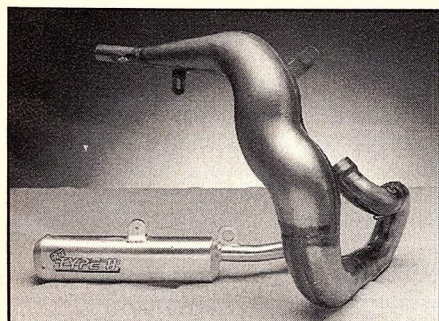
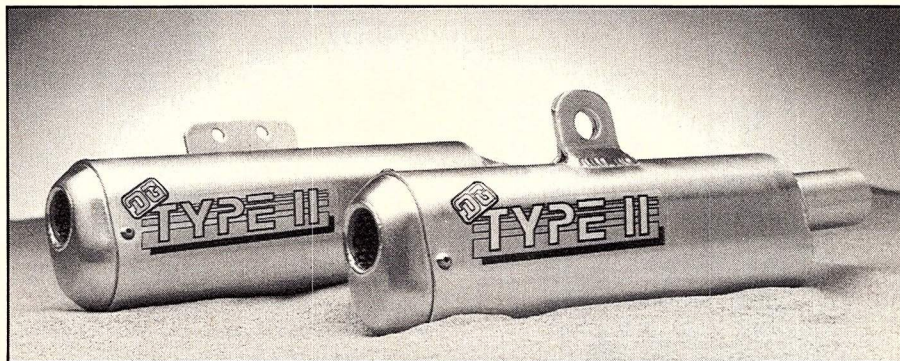
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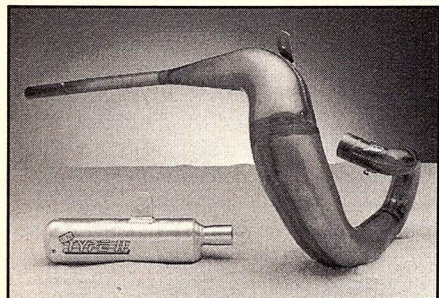
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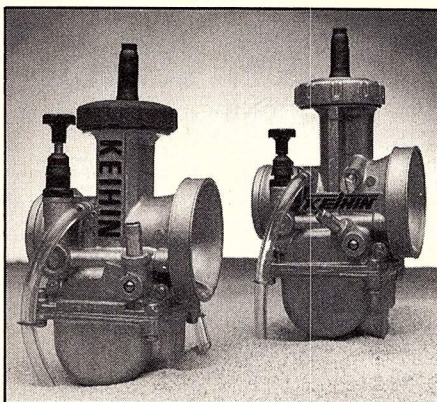
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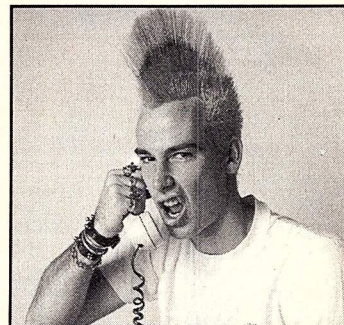
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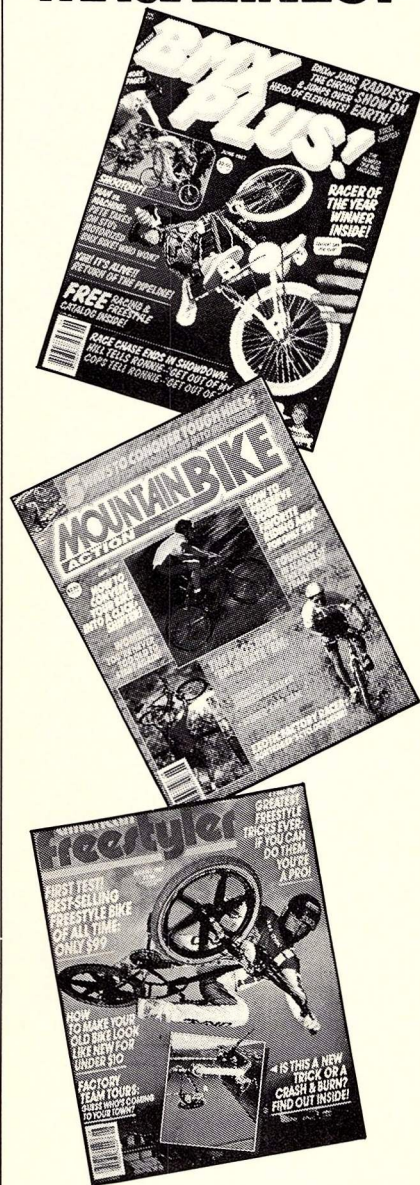
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On The Mainjet

By
Roland
Hinz



□ On a recent holiday weekend, I took my family to Bass Lake where we planned to do some boating and picnicking. As a magazine publisher I pride myself on being a keen observer, because watching people provides clues about what they might want to read or look at. At the lake, I couldn't help but notice the large number of Jet Skis and Wave Jammers careening around. I paid attention to them largely because I had once considered doing a magazine about water craft, and also because they were coming dangerously close to the boats cruising in the afternoon sun. It suddenly dawned on me that I am drawn to sports with one thing in common—the potential to irritate the general public.

Jet Skis are being regulated out of many waterways because the fast little watercraft tend to terrorize boaters. Riders steer close behind boats in an attempt to jump the wakes. They can rapidly change direction without concern for the navigational rights-of-way, and they present a "Wild Ones" image to more sedate water users.

What is it about these sports that I like that seems always to draw opposition? I wouldn't know what to do if I got involved in a sport that the Sierra Club, the Environmental Protection Agency or some other organization wasn't trying to ban. Motorcycles have opponents at every turn, attacking them for pollution, erosion, noise and danger. *Motocross Action* and *Dirt Bike* magazines spend a lot of time fighting off organized efforts to bring an end to our sport. When I started publishing two magazines about ATVs and four-wheelers, who could have known that the U.S. government was lurking around the corner with one of the most devious plots ever hatched to wreak havoc on this sport? When the CPSC was done with the three-wheeler it no longer existed. We started a BMX magazine and later expanded into bicycle freestyle riding, which consists of ramp riding and acrobatic trick riding. Within a year of adding the freestyling, ramps became the subject of heated debate and opposition—to the point that now very few exist.

It would be easy to get discouraged, but I

continue to pursue the sports that appeal to me and at the same time defend them. Now, I have a mountain bike and a mountain bike magazine. What could go wrong? It's a quiet, peaceful and athletic sport. But even it has enemies! The Sierra Club opposes mountain bikes, the National Forest Service is closing trails to them, and so another sport I love is endangered.

To some extent each of my favored sports attracted a negative response due to a degree of irresponsibility among the builders and enthusiasts. We could have made quieter motorcycles. We could have policed the off-road trails ourselves. We could have tried harder to improve our image to the outside world, whether it was in motorcycling, jet skiing, freestyling or mountain biking. But even if we had, there is no way we could have controlled the lunatic fringe—that one percent—who ride ATVs without helmets, take the packing out of their motorcycle mufflers or blast through the harbor on their Jet Skis. The Sierra Club and Earth First have lunatics on their side of the fence, too. And because our sports have an element of danger, excitement and fun, we must always expect to have enemies who want us outlawed or banned. It's just sad, for me personally and for most of you, that no matter what recreational vehicle sport or activity we choose, it seems to land us in conflict.

Let's face it, we don't want to eliminate the fun, excitement and thrills of motocross, mountain biking, jet skiing or freestyle (and we can't really control the lunatics in our midst). But let's exercise restraint on the things we can control. Doesn't it drive you up a wall when your next-door neighbor makes too much noise with his lawn mower? Think about that when you ride your bike. What would you do if somebody drove into your yard and started to tear up the grass with his car? Think about that the next time you ride on private property. Don't you hate it when a driver changes lanes on the freeway and cuts you off? Think about that the next time you ride through the pits at speed.

In other words, let's stop shooting ourselves in the foot! □



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Jody's Box

□ "Where have you been? We haven't seen you in weeks," said Crazy Dave when big Monte Floyd pulled into the pits on Sunday. "We thought maybe you'd seen a videotape of how you ride and decided to quit!"

"No, my Suzuki's rear sprocket exploded and sent the chain through the cases," answered Monte. "I've been waiting for back-ordered parts."

"How much did it cost?" asked Jimmy Mac.

"Too much!"

"Yeah," joined in Monte's brother Jimmy, "but the damage would have been greater if the clutch basket hadn't shattered just a second before the sprocket broke. Otherwise he might have been under full power."

"That would have been a first!" laughed Crazy Dave.

Monte started to get a little angry. I suppose that having his bike self-destruct was bad enough, but to have to listen to a bunch of jokers rub it in got to him. "Listen Dave, that green weanie that you ride hasn't exactly been a money saver. Seems to me that you've been to Race Tech, Pro Circuit, White Brothers and Enzo Racing with your shock like some kind of wandering beggar. Your front brake drags so bad that you can't spin the front wheel on the stand, and the Environmental Protection Agency wants to get Kawasakis banned because they keep littering the planet with broken shards of green plastic."

"They probably painted the KXs green so the rear fender would blend in with the grass," chirped in Jimmy Mac. The Mac always waits until a guy is down before kicking him. It's a personality disorder that we've all grown accustomed to. But now that he had drawn attention to himself, the whole gang turned and looked at the Mac's YZ250.

"Don't talk to me about my plastic," said Crazy Dave. "That enormous wing covering your radiator probably costs you ten miles an hour on a straight and screws up the radar screens at the airport."

"Plus, you could pack that silencer once in a while," said Fred Phalange. "It's either blown out or your main bearings have fallen into your exhaust port."

"They never should have taken the BASS system off of the '88 YZ250. Now all you've got is a flounder system," added Dave.

"You know, a flounder! Flat on one side, moves sideways and spends most of its time lying on the bottom. Just like your bike," laughed Fred. Nobody likes Fred very much. He just hangs around our pits because everybody thinks he is somebody else's friend. Fred's most irritating habit is sitting down on the ice chest the minute you try to get something out of it. Fred isn't one of the gang, he is more like a lamprey eel.



Mike Van Camp

By Jody Weisel

He's a local fixture—him and his stupid Italian motorcycle.

"I suppose that thing you own is the world's fastest motorcycle?" asked Jimmy about Fred's choice of race equipment.

"Yep, it's a rocket ship. The finest motorcycle made. European quality. Made the old-fashioned Italian way."

"The Italian way is 14 guys running in circles telling each other what to do," said Jimmy Mac. "I think what you have over there is a vino rossa special."

"What's that?" asked Fred.

"That's a bike that's built after the lunch break. As a matter of fact, I think I see a little wine stain on your gas tank."

"That's pre-mix," snapped Fred defensively.

I had stayed as far away from this game of one-upmanship as possible. I was quietly adjusting the chain on my Honda over by the edge of the Pro-Trac. What happens in this kind of ranking contest is that it starts out with one guy picking on another, then two picking on one, then three picking on one, and in no time at all everybody is hurling insults at the next guy to speak up. It's been going on for years. It was in pit

races like these that phrases like "Maico-Breako," "Seize-Easy," "Yamahop" and "BSA 441 Victim" were coined to insult bikes of past generations. I figured that if I kept busy they'd never notice me.

"Hey Jody..." yelled Crazy Dave.

"Yeah, I know," I answered. "Honda linkage bolts bend every time you land from a jump. The power valve is so gummy that it could be a fourth Marx brother. Honda got confused on the cartridge forks and bought them from Winchester instead of Showa. The new red plastic looks like a Maico with a suntan. The air filter requires a third grader's hand to get it out, and a college education to get it back in. Stock jetting is so rich that the city of Tuscaloosa is buying four CR250s for mosquito abatement this summer. Once you take the top-end off, the best way to get it back on is to take it down to your local dealer and trade it in on a new bike. And it runs like it has a rag in the air-box that is clogging up the rag in the exhaust pipe. There, are you happy?"

"Hey Jody," said Crazy Dave. "Can I borrow your chain lube?" □



Local heroes: Southwick regular Pat Barton (81) shocked the factory guns by holeshooting and pulling away with the Southwick first moto lead before crashing back to third. Pat proved that if you can finish in the top locally, you can do it when the National comes to town.

Paul Buckley

NEWCOMERS AND LOCAL GUNS

SHAKING 'EM UP

• The 125 class has been ablaze all season with hot performances by rookies and more recently, by some smoking local pros. Yamaha support rider Larry Ward broke into the top three with two solid motos at Southwick while teammate Mike LaRocco finished sixth. LaRocco topped Ward's feat by going wire to wire for the win in San Antonio. Unfortunately a 13th in the first moto left him fourth overall.

While Ward and LaRocco have been soaking up the glory, the other rookie sensation, Jeff Matiasovich, has been soaking up sun while he recovers from a broken leg suffered prior to Southwick. He will be out for the remainder of the season.

Part-time campaigners have also been making waves and opening eyes. Suzuki support rider Ty Davis turned in two fine

rides in Mt. Morris to garner sixth overall, then bettered that with a fifth overall in Texas a week later. Texas also saw rare appearances by Pro-Am riders Kyle Lewis, Mike Kiedrowski and Denny Stephenson. Lewis scored an eighth in moto one but DNFed the second, while Kiedrowski took ninth overall with Stephenson following in tenth.

Several local pros have shaken-up the "National shoes" with rousing rides at their home tracks. Cape Codder Pat Barton shocked the troops by pulling the first moto holeshot and leading for 25 minutes before crashing. Barton finished third, then followed with a sixth to take fifth overall. Fellow local pro Weymss Scott, a 31 year old veteran of Southwick's sands, finished ninth overall.

The following week, Pittsburg area hot-

shot Mark Kane piloted his scoot to a ninth overall at Mt. Morris. It was his first National. In San Antonio, rising Texas gun Jason Langford stole the show by running away with the first moto. He was robbed of the win by a last lap pass by George Holland. A 14th in the second moto gave the young rider enough points for sixth overall. •



Rene Kotapoulos

Asserting himself: George Holland has taken a 35-point lead going into the second half of the 125 series. George has a one-year contract with Honda and desperately wants to win the National Championship and extend his stay with the red team.

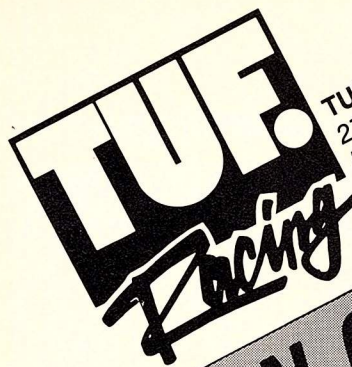
TIDDLER WARFARE

125 NATIONAL CHAMPIONSHIP UPDATE

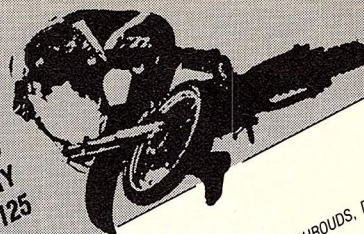
• After six of the twelve series events, Honda's George Holland has opened up a 35 point lead over Suzuki's Erik Kehoe. George took his first overall of the year at Southwick, then followed with a second at Mt. Morris and another first in San Antonio. Kehoe suffered several average motos after crashes and poor starts, but is by no means out of the race.

Donny Schmit sits a distant third after several races of running hot and cold. A second moto DNF at Mt. Morris didn't help

much, either. Hot on Schmit's tail is Honda support rider Guy Cooper. Guy has returned from his leg injury with a vengeance. Guy took second at Southwick, took the win going away at Mt. Morris, and finished third in San Antonio. Guy wishes he had those three missed motos back. Rounding out the top five is Ron Tichenor who has also been running hot and cold this season. Ron took a solid third in Pennsylvania, but had trouble cracking the top ten in Massachusetts and Texas. •



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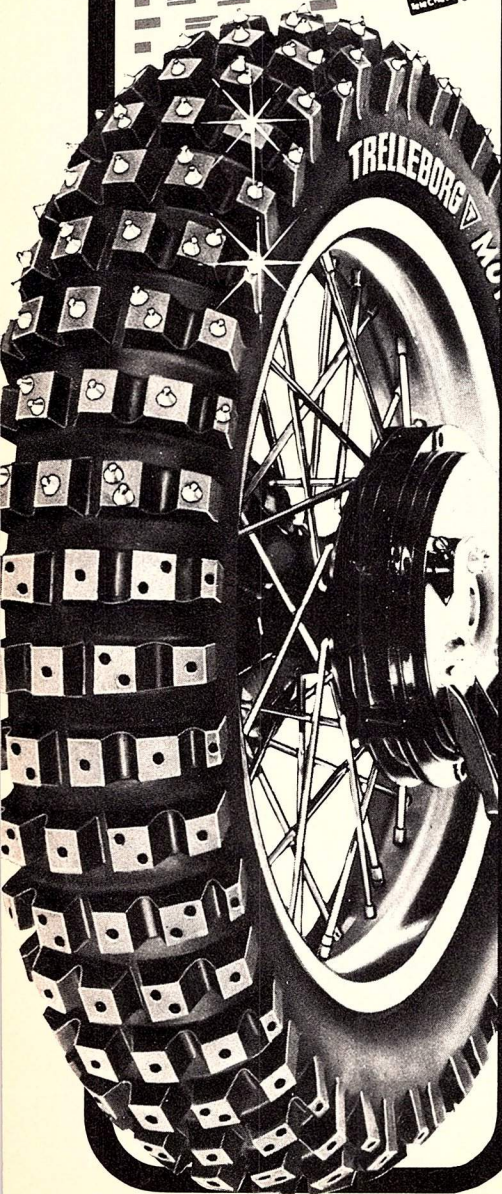
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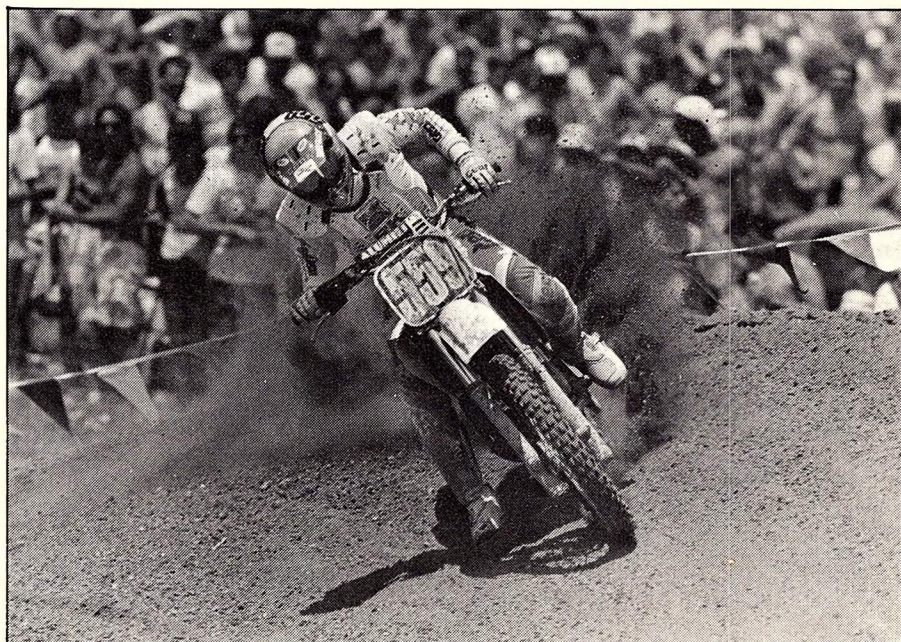
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Rene Katapoulos

Closing the gap: Blazing rides by Guy Cooper (5) have netted him consistent top-three finishes and vaulted him into fourth in the standings. Erik Kehoe (9) remains a close second despite several off days. The 1988 125 National Championship is one of the most unpredictable in years.



Eye opener: Mike LaRocco continues to impress the fans and factories alike with his hard-charging rides. When Mike won the second moto in San Antonio, it wasn't really much of a surprise. An overall win is not far off in his future. □

RESULTS: RK CHAIN 125 NATIONAL CHAMPIONSHIP SERIES

SOUTHWICK	MT. MORRIS	SAN ANTONIO	STANDINGS
1. Holland (5-1)	Cooper (2-1)	Holland (1-2)	Holland (Hon) . . . 269
2. Cooper (1-5)	Holland (1-2)	Kehoe (4-3)	Kehoe (Suz) 234
3. Ward (4-3)	Tichenor (3-4)	Cooper (3-5)	Schmit (Suz) 195
4. Kehoe (2-7)	DeHoop (5-6)	LaRocco (13-1)	Cooper (Hon) 175
5. Barton (3-6)	Kehoe (15-2)	Davis (6-7)	Tichenor (Suz) . . . 171
6. LaRocco (6-4)	Davis (9-5)	Langford (2-14)	Brooks (Kaw) 153
7. Schmit (11-2)	Brooks (7-7)	Schmit (7-8)	LaRocco (Yam) . . . 134
8. Brooks (7-10)	Bowen (8-8)	Brooks (10-6)	DeHoop (Suz) 129
9. Scott (8-11)	Kane (12-10)	Kiedrowski (16-4)	Bowen (Kaw) 115
10. DeHoop (13-8)	Coen (11-11)	Stephenson (5-16)	Davis (Suz) 77

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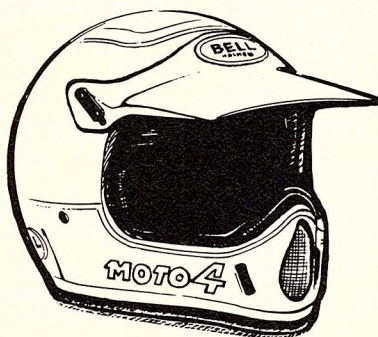
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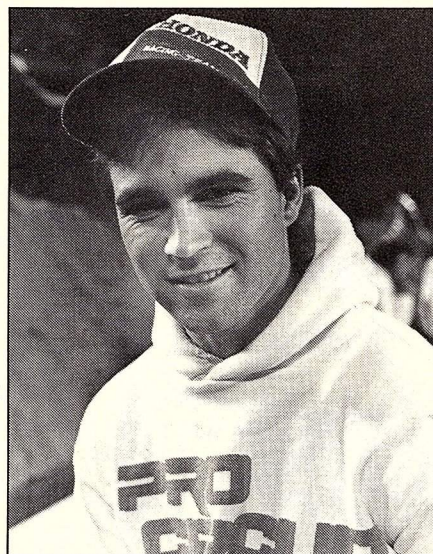
Paul Buckley

RICK'S SHRINK

Dear *MXA*,

I read your magazine every month and I think it is excellent. All riding is fun, but I race motocross and like it the best. Rick Johnson is a great rider, but I think he needs to get off of his ego trip. Riders like Jeff Ward and Micky Dymond should get more credit for the effort they put out. They both rip and aren't so stuck on themselves.

Andy Tucker
Huntington Beach, CA



JUST A NORMAL GUY

Dear *MXA*,

I'm writing this letter to thank George Holland for his hospitality at the Tampa Supercross. He was a good sport. He was exhausted after the race, but still took the time to take me and another kid into the pits to get autographs. I think if more riders acted

like George Holland the sport would be even better. That was my first Supercross, and George made it one I'll never forget.

Ralph Bragdon,
Arcadia, FL

STEERING THE SWEDISH WAY

Dear *MXA*,

On page 72 of your May 1988 issue, you showed a photo of a Swedish Unic hydraulic steering stabilizer for motocross bikes. Is it available in the U.S.? Can you give me the address?

Oscar Azevedo
Dowagiac, MI

(The Swedish steering stabilizer is available from White Brother Cycle Specialties, 14241 Commerce Dr., Garden Grove, CA 92643; (714) 895-1991. In testing, we found the stabilizer to be a big plus. The YZM500 Yamaha's use them. Retail price is \$199.)

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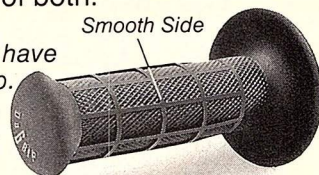
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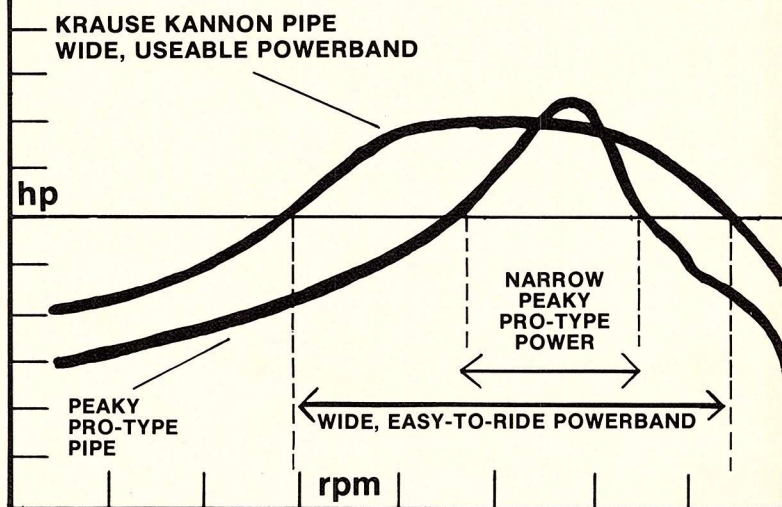
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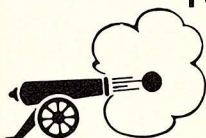
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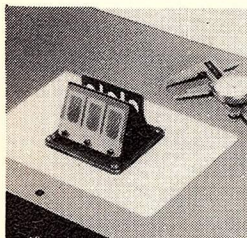
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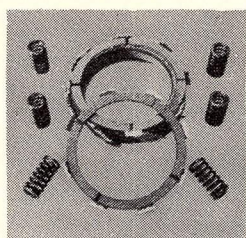
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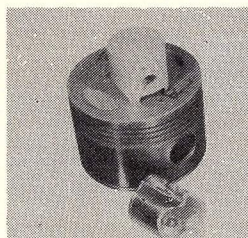
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Teresa Carter,
Rockwell, NC

QUESTION OF THE DECADE

Dear MXA,

If I wanted to become one of the MXA wrecking crew, would I have to move to California?

John Wilbur,
St. Paul, MN

(No, we'd mail the test bikes to you.)

QUESTIONS OF THE DECADE

Dear MXA,

What ever happened to the Bazzar? Where have all the neutrals in a Sachs gearbox gone? Why are nylon pants called leathers? Can you still get a duckbill for a buck? Are Crazy Dave, Jimmy Mac, the Floyd Brothers and Fred Phalange real people? If so, when are visiting hours? Is your Zapata Espinoza the famous one? There couldn't be two could there? What were the names of Jody's dogs? How much sag should I set my BVDs up with before a big race? Thanks in advance.

Eric Sherman,
Dallas, TX

(The Baz is a priest. To a neutral country. Nyloners sounded funny. Only if you pluck the feathers yourself. Of course they are. Saturdays from 8 am to 2 pm. Yes. We hope not. Fanny and Asia. Four inches if you plan on bottoming them out. Your welcome in arrears.)

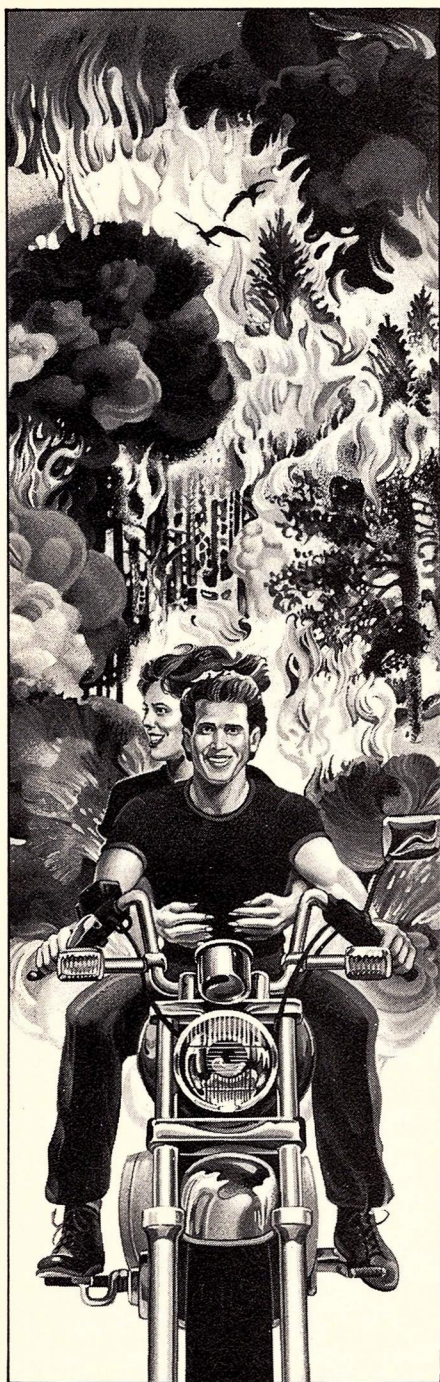
EASY ONE

Dear MXA,

If I wanted to talk to a motocross star, who would be the easiest one to walk up and start talking to? I get nervous when I approach them in the pits and they glare at me. I don't want to bother them.

Tim Andrews
Lima, OH

(Tim, as long as you aren't bothering them when they are busy or in between motos, any motocross star in America is glad to stop and spend a few minutes with their fans. They are human and not that much different from anybody else. Obviously, Rick Johnson and Jeff Ward are mobbed after every race, but if you seek out riders like Doug Dubach, Jeff Stanton, Ron Tichenor, Jeff Matiasovich, Jeff Leisk, Eric Kehoe and George Holland, you'll get a good opportunity to talk and meet the hard-charging riders who make it all happen. Once you've met a few stars, you'll feel better about approaching the superstars). □



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Ask the MXperts

Getting a handle on handlebars

□ One of the more frequently thrashed parts on an off-road bike is the handlebars. For the most part, they receive mild beatings when soil sampling, or some bending from hard landings off killer jumps. Usually they are easily flexed back to near perfect form. Or, if they are really beat, they get tossed into the nearest trash receptacle.

After thrashing, and then straightening one set of bars for the umpteenth time, the MXA wrecking crew wondered just how thrashed the bars really were. We quickly got on the MXA hotline and got hold of Answer's Product Manager, Scott Boyer. Scott may be an unknown personality to most of the motocross masses, but the products he is responsible for are well known. He's the man behind the plastic Scott boots, the model 89 Scott goggles, the HRP Flak-Jak and the Smith Roll-Offs, to name a few.

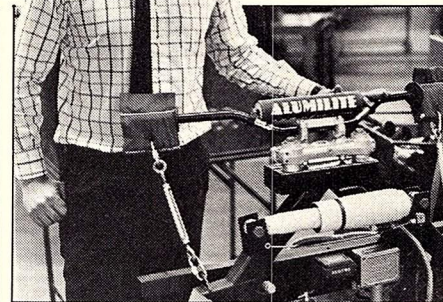
MXA: What are the differences between steel, chromoly, and aluminum handlebars?

Scott: Most stock bars are made of 1010 carbon steel, which is a good grade steel, and are fairly strong. Others are chromoly that are in an annealed condition. By that I mean they are soft. The bars will never break, but they will bend fairly easily.

Aftermarket chromoly bars are thicker-walled and therefore stiffer and stronger. Even stronger still are aluminum bars which are made from either 2014 T6 or 2024 T6 aluminum, the 2024 being the strongest. We make our Alumilite bars out of 7075 T6 aircraft aluminum, which is the stuff they make B1 bombers and F-16s out of. The big difference between stock, steel bars and aluminum bars is about 15 percent more strength in the aluminum. They have a 3:1 strength ratio over steel, which allows for more flex. By that I mean that the bars flex under load, and transmit less shock to the rider, yet they do not bend. They flex and spring back, so to speak. It is like plastic compared to glass.

MXA: What are some signs of stress and fatigue...When are bars thrashed beyond safe use?

Scott: Riders should always inspect their bars before each ride. They should look for cracks or damage to the tubing, including deep scrapes or dings. They should check the crossbar clamps on aluminum bars and the joints on steel for any damage or looseness. Bars are a lot like helmets. They only have so many crashes in them. Just because a set of bars was straightened and made as good as new after a crash does not make them good bars. Aluminum bars are also more sensitive to damage from sharp objects and edges. Triple clamps should have



Bar bender: Answer's Scott Boyer tests a set of bars on the bar-bending machine. Scott is a veteran of the motorcycle industry, and is responsible for many famous products.

their edges radiused to prevent any nicking or cutting. It is really tough, though, to look at a set of bars and know if they need to be replaced. Again, they are like a helmet. If they have taken a really hard crash, they should be replaced.

MXA: Do you recommend anti-flex/twist brackets?

Scott: Yes, they make a big difference on rubber, mounted bars. There is an awful lot of leverage with a set of bars, and rubber mounting is too pliable. They are very independent and twist in different directions. The anti-flex brackets eliminate that independence by making it one solid unit. On non-rubber mounted bars they won't make as pronounced a difference, but they will give more clamping area.

MXA: How wide should bars be? And how far in should the throttle housing be?

Scott: Most riders are running their bars between 31-1/2 and 32 inches. I'd say for the majority of riders the width should be right at 32 inches. The throttle housing should be slid up until it bottoms out on the bar end, then backed out just a tad so the grip does not stick on the end. There should be a bit of slack movement in the housing. Also, watch that the throttle housing does not obstruct the front brake. A spacer should be run to prevent any problems either with the brake or throttle in the event of a crash.

MXA: Are there any do's or don'ts as far as front or back alignment is concerned?

Scott: Basically you don't want to run your bars forward of the angle of the fork rake. Anything past that point causes the wrists to rotate which makes for an awkward and dangerous riding position. You really don't want your bars back too far for the same reason. They should be run within a 10-degree range back from the fork rake. That will give the rider his most comfortable riding position. □



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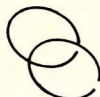
PISTONS

CR80	1980-87	\$18.60
CR125	1981-85	37.35
CR125	1986	33.10
CR125	1987	36.90
CR250	1981-85	43.40
CR250	1986-87	36.45
CR500	1984-87	56.00



RINGS

CR80	1980-83	\$ 7.10
CR80	1984	12.95
CR80	1985	14.07
CR80	1986-87	7.10
CR125	1981-85	14.15
CR125	1986-87	7.90
CR250	1981-87	17.35
CR500	1984-87	20.80



GASKET SETS

CR80	1980-82	\$ 9.65
CR80	1983-85	14.65
CR80	1986-87	13.65
CR125	1981-85	11.95
CR125	1986-87	16.80
CR250	1981-86	14.50
CR250	1987	16.80
CR500	1984-85	14.40
CR500	1986	15.25
CR500	1987	17.30

CRANK ASSY.

CR80	1980-83	\$105.95
CR80	1984-87	77.75
CR125	1981-87	97.15
CR250	1981	161.05
CR250	1982	172.65
CR250	1983-87	147.75
CR500	1984-87	147.75

CLUTCH PLATES/FIBER

CR80	1980-83	\$3.10
CR80	1984-87	6.35
CR125	1981	4.70
CR125	1982	6.34
CR125	1983-86	4.92
CR125	1987	6.34
CR250	1981, 83-87	4.92
CR250	1982	6.34
CR500	1984-87	4.92



CLUTCH PLATES/METAL

CR80	1980-87	\$2.75
CR125	1981	3.25
CR125	1982-87	4.00
CR250	1981-87	4.94
CR500	1984-87	4.94

FRONT BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-85	\$ 5.95
CR80	1986-87	19.95
CR125	1981	9.95
CR125	1982-83	11.95
CR125	1984-87	19.95
CR250	1981-83	9.95
CR250	1984-87	19.95
CR500	1984-87	19.95

REAR BRAKE PADS OR SHOES (SOLD BY SETS ONLY)

CR80	1980-84	\$ 5.95
CR80	1985-87	7.95
CR125	1981-82	9.95
CR125	1983-86	11.95
CR125	1987	19.95
CR250	1981-82	9.95
CR250	1983	11.95
CR250	1984-86	11.95
CR250	1987	19.95
CR500	1984-86	11.95
CR500	1987	19.95



SWING ARM BEARINGS

CR80	1980-81	\$5.45
CR80	1982-85	8.85
CR80	1986-87	7.40
CR125	1981-85	8.16
CR125	1986-87	6.12
CR250	1981-85	8.16
CR250	1986-87	6.12
CR500	1984-85	8.16
CR500	1986-87	6.12

SWING ARM BEARING SPACERS

CR80	1980-87	\$ 8.60
CR125	1981	11.00
CR125	1982-84	7.95
CR125	1985-87	8.50
CR250	1981	11.00
CR250	1982-84	7.95
CR250	1985-87	8.50
CR500	1984	7.95
CR500	1985-87	8.50

FRONT MASTER CYLINDER ASSY.

CR80	1986-87	\$107.22
CR125	1984-87	107.22
CR250	1984-87	107.22
CR500	1984-87	107.22

FRONT BRAKE LEVERS

CR80	1980-81	\$ 3.45
CR80	1982	10.45
CR80	1983-87	6.10
CR125	1981-82	10.44
CR125	1983-87	6.10
CR250	1981-82	10.44
CR250	1983-87	6.10
CR500	1984-87	6.10

CLUTCH LEVERS

CR80	1980-81	\$5.40
CR80	1982	6.10
CR80	1983-87	6.10
CR125	1981-82	6.10
CR125	1983-87	6.10
CR250	1981-82	10.54
CR250	1983-87	6.10
CR500	1984-87	6.10

REAR BRAKE LEVERS

CR80	1980-82	\$17.15
CR80	1983-87	9.85
CR125	1981-82	28.08
CR125	1983-87	38.99
CR250	1981-83	39.79
CR250	1982	44.23
CR250	1984-87	36.30
CR500	1984-87	36.30

SHIFT LEVERS

CR80	1980-81	\$10.80
CR80	1982	12.65
CR80	1983-87	19.95
CR125	1981-87	25.72
CR250	1981-82	47.82
CR250	1983-87	26.60
CR500	1984-87	26.60

HANDLE BARS

CR80	1980-82	\$25.55
CR80	1983-87	21.70
CR125	1981	41.09
CR125	1982-87	29.04
CR250	1981	39.56
CR250	1982-87	29.04
CR500	1984-87	31.23

(PRICES SUBJECT TO
CHANGE WITHOUT
NOTICE)

FORK SEALS

CR80	1980-81	\$ 4.35
CR80	1982-87	9.45
CR125	1981-82	5.96
CR125	1983-86	10.28
CR125	1987	9.56
CR250	1981-82	5.64
CR250	1983-87	9.56
CR500	1984-87	9.56

THROTTLE CABLES

CR80	1980-83	\$5.80
CR80	1984-87	6.20
CR125	1981-84	7.26
CR125	1985-87	6.58
CR250	1981, 83-84	8.13
CR250	1982, 85-87	7.26
CR500	1984	8.13
CR500	1985-87	7.26



CLUTCH CABLES

CR80	1980-82	\$7.25
CR80	1983-87	5.85
CR125	1981-84	8.34
CR125	1985-87	7.20
CR250	1981-82	8.38
CR250	1983-84	7.46
CR250	1985-87	6.71
CR500	1984	7.46
CR500	1985-87	6.71

AIR FILTERS

CR80	1980-81	\$ 7.90
CR80	1982-83	18.75
CR80	1984	22.35
CR80	1985-87	18.75
CR125	1981-87	18.20
CR250	1981-87	18.20
CR500	1984-87	18.20

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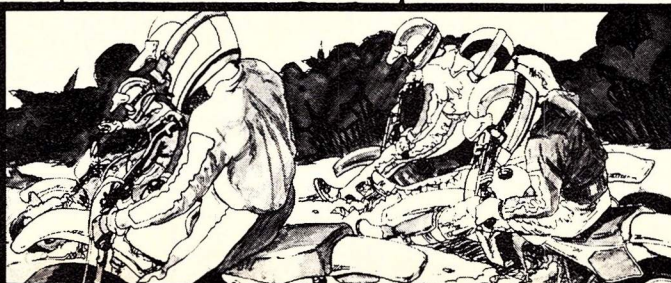
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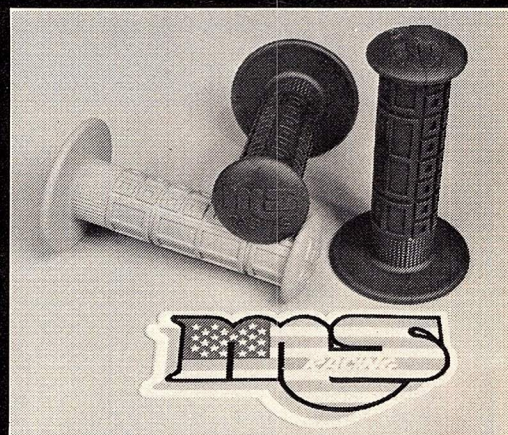


ANSWER ACCU-TRAX

FUNCTION: Designed to eliminate torsional flex which can be felt in rough terrain as front-end flex, especially on bikes with rubber-mounted bars. The Accu-Trax fits all late-model Japanese MX bikes. Manufactured from solid extruded aluminum aircraft-grade T-6 6061 aluminum

alloy it also comes with all mounting bolts. Retail price is \$29.95 and you can pick one up from your local Answer dealer.

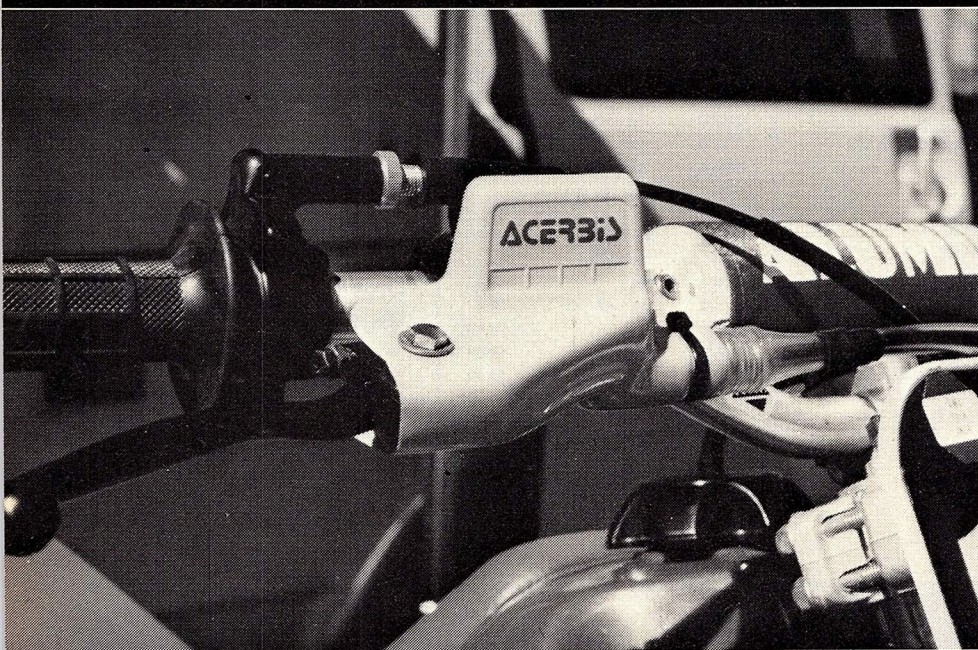
CONTACT: Answer Products, Dept. "Rubber baby buggy bumpers," 27967 Beale Ct., Valencia, CA 91355; (800)423-0273.



MALCOLM SMITH COMBO GRIPS

FUNCTION: Malcolm Smith makes the combo grip for the rider who prefers a smaller diameter grip. The Combo grip features a wide block pattern on the bottom and a tight pattern on the top, to produce a thin, low profile. The grid pattern inside the thumb area is tapered for more comfort. They are constructed of Krayton, which has UV inhibitors to prevent grip material deterioration from sun exposure. Suggested retail is \$5.95 and the grips are available in red, blue, black and yellow at your local dealer.

CONTACT: Malcolm Smith Motorcycles, Dept. "Block heads," 7563 Indiana Ave., Riverside, CA 92504; (714)687-1300.

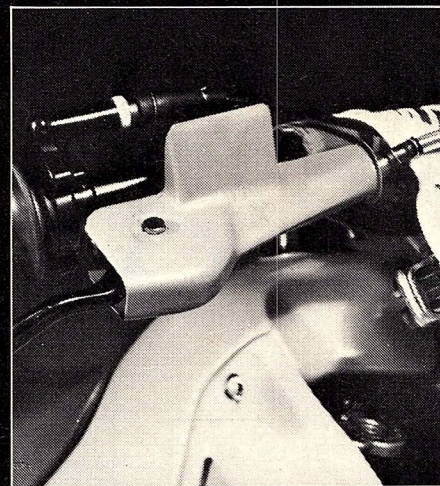


ACERBIS MASTER CYLINDER COVER

FUNCTION: The Acerbis master cylinder cover protects that expensive master cylinder of yours from damage. Available for all Japanese and European motocross bikes, Acerbis uses an injection mold to create a better fitting, stronger and more attractive cover. Injection

molding costs more, but it's worth it. Retail price is \$9.95 at dealers everywhere.

CONTACT: Acerbis Plastica USA, Dept. "Is there an Acerbis Plastica USSR?", 10911-H Wheatlands Ave., Santee, CA 92071; (619) 562-6687.



PRO CIRCUIT RESERVOIR GUARD

FUNCTION: Pro Circuit offers a cleanly designed plastic guard that protects your bike's master cylinder from flying rocks, dirt and debris (while also giving your bike that factory look). The guard is held in place by the front brake lever bolt. Retail price of the reservoir guard is \$8.95, or it can be bought in a kit that includes a front disc cover and guard for \$34.95.

CONTACT: Pro Circuit Racing, Dept. "Where's Ted?", 4214 E. LaPalma, Anaheim, CA 92807; (714)993-5400.

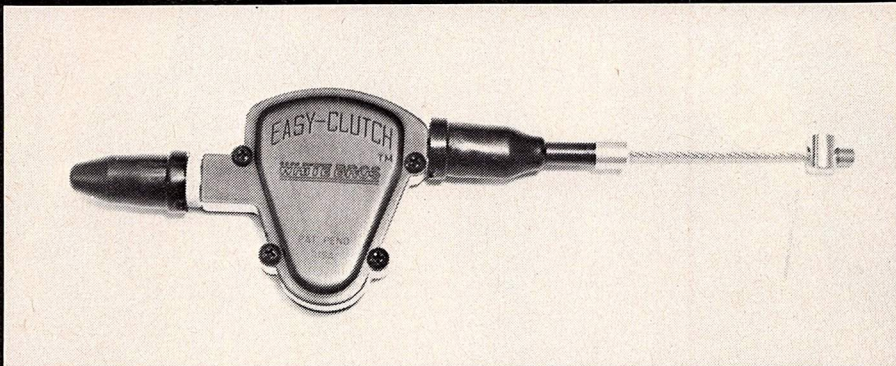
Tricks From The Trade



ROKO CABLESAVER

FUNCTION: To keep your hydraulic brake cable from wearing out prematurely, or to eliminate kinks in the cable. The Roko Cablesaver is available in red, natural, blue, green and fluorescent orange, so you can stylishly coordinate your bike's color scheme. The Cablesaver fits all Japanese MXers and most Euro bikes. The suggested retail is \$5.95 at dealers everywhere.

CONTACT: Roko Sports, Dept. "Flute for the masses," 5778 Firebird Ct., Camarillo, CA 93010; (805)987-1730

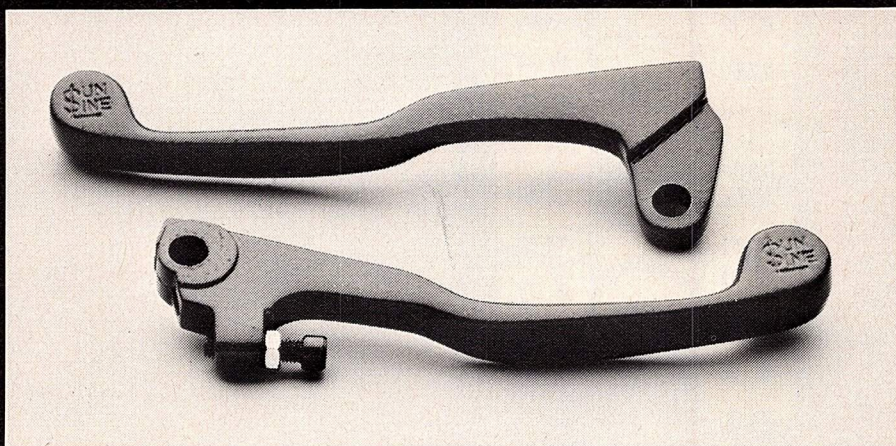


WHITE BROS. EASY CLUTCH

FUNCTION: The White Bros. Easy Clutch is a unique little device that enables a rider to lessen the amount of pressure needed to pull in their clutch. It features a three-position internal adjustment that gives the rider a choice of 32%, 38% or 44% easier pull than standard. Construction is of aircraft quality aluminum and

two models are available (Japanese bikes and European bikes). Suggested retail price is \$39.95.

CONTACT: White Bros. Cycle Specialties, Dept. "How about easy start?," 14241 Commerce Dr., Garden Grove, CA 92643; (714) 554-9442.

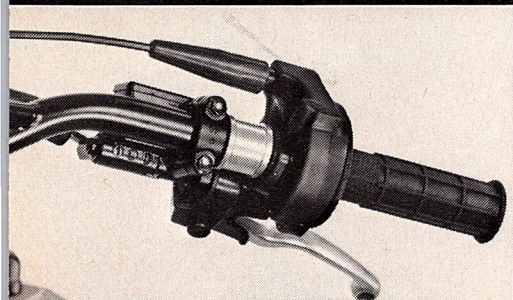


SUNLINE DEHANDLER LEVERS

FUNCTION: Sunline's famous shorty levers are now available for Suzuki RMs. These levers require only two fingers on the front brake or three fingers on the clutch. They fit all '86 through '88 RMs and have a unique crinkle finish for better gripping. Sunline levers (\$10.95

for the brake lever and \$17.95 for the clutch/brake set) come in blue. Sunline also has Dehandler levers for CR, YZ and KX models.

CONTACT: Sunline, Dept. "Hey shorty," 7045 Darby Ave., Reseda, CA 91335; (818) 705-6520.



DEVOL ANTI-LEVER LOCK

FUNCTION: DeVol manufactures this neat and inexpensive little device to keep your front brake's master cylinder from slipping into the throttle. If the brake hits the cylinder, you won't be able to pull the lever(!), and that normally means new fencing for the track owner. Some models come stock with lever locks, but if your bike doesn't have one, it's worth looking into. Suggested retail is \$5.95, and you can get one at your local dealer or order direct from DeVol.

CONTACT: DeVol Engineering, Dept: "Whoa Nellie!," 202 37th St. N.E. #E, Auburn, WA 98001; (206)735-2463.

ACERBIS NET NUMBER PLATE

FUNCTION: For those of you out there looking for a more distinctive machine, the Acerbis Net Number Plate is for you. Available in red, white and yellow, the Net Plate has an injection molded plastic frame surrounding a wire mesh background. The retail price is \$14.95 and you can get Acerbis' Posi-Fix eight-inch numbers (available in black or white) to mount on the wire mesh. The numbers are easily interchangeable. No more peeling a gooey mess off of your bike. Posi-Fix numbers go for \$2.25 each.

CONTACT: Acerbis Plastica USA, Dept. "Fly swatter," 10911-H Wheatlands Ave., Santee, CA 92071; (619)562-1440. □



HEADS UP

HELMETS OF THE STARS

A helmet is an extension
of one's personality..

□ It used to be that a helmet was a floppy leather and plastic contraption that fit on the head like the lid to a trash can. Then came the basic bland, one color helmet with contrasting numbers. Tony DiStefano got a little daring and spiced up his helmet with the stylish (*cough*) Tony D' in script across the front. A few years later, Team Honda painted their helmets in zones of red, white and blue—style was beginning to come to motocross headgear.

Several years later came helmet tape, but that, too, was a passing phase. Finally, high fashion arrived on the starting line when former racer turned artist Tony Lee began painting the helmets of riders like Jeff Ward and Micky Dymond. Now, if you show up at a race without a custom-painted helmet you're either a Pro-Am rider, or a nonconformist. These are the helmets of the stars. □



Rick
Johnson
Bell



Jeff
Ward
Shoei



George
Holland
Bell



Larry
Brooks
Shoei



Mike
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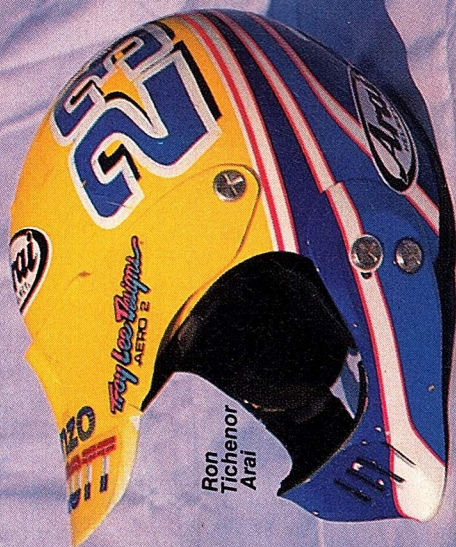
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Jeff
Leisk
Bleffe



Johnny
O'Mara
Bell



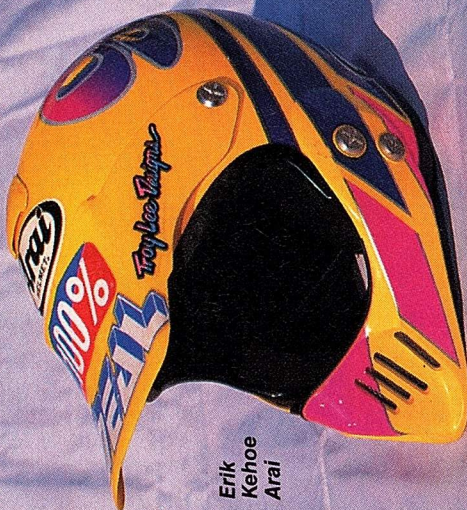
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Tichenor
Arai



Broc
Glover
JT



Jeff
Stanton
Arai



Erik
Kehoe
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Keith
Bowen
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Ron
Lechien
JT



Guy
Cooper
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Micky
Dymond
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THE WORLD'S WILDEST BIKES

A compendium of
works bikes, protos,
Euro scoots & new ideas

□ In the United States we are motocross-poor! Yes, we have the best riders in the world, Supercross galore, big-bucks salaries and an incredibly active amateur racing scene, but we don't have the variety and



Italy: Benelli/TM 125



Italy: TM125



ALL THAT GLITTERS

spice of life that Europe has (or that we used to have). If you had started your racing career back in the early '70s you could have chosen among a host of bikes to ride. AJS, Greeves, Bultaco, Ossa, Sachs, DKW, Hercules, Montesa, CZ, SWM, Puch, Yankee, Can-Am, Maico, Husqvarna, BSA, Hodaka, Carabela, Ammex, Villa, Triumph, CCM, Monark, Penton, Tyran and even more. Today the tracks are populated with Hondas, Suzukis, Kawsakis, KTMs and Yamahas (and an occasional unique bike). How did we get from over 30 brands of off-road machines to less than ten?

DO DIFFERENT BIKES REALLY EXIST?

Surprisingly, it is possible for the American public to see more machines. Not easy, but possible. The new ATK two-strokes are an example of what an enthusiast can do. The ATK line of two-stroke motorcycles was introduced in October of 1987, and by January, the complete 1988 production run was sold out. Most riders, tracks and areas will never get to see an ATK because the small factory can only produce so many machines and they're aren't enough to put even one bike at every race track in America. But the 500 bikes that ATK manufac-

tured for the 1988 model year demonstrated that the American public is willing to buy, ride and enjoy unique and new machines.

Europeans like to build bikes, and it's not unusual for a small machine shop, fabricator or builder to crop up in Italy, Austria or Sweden with its own bike. Thus, there are many motorcycles that we never get to see in the States. To that end, the *MXA* wrecking crew went searching through the GP tracks, backrooms and workshops of the world in search of the wildest and rarest bike made.



Belgium: Jobes CR125



Germany: Kurz RA125 Suzuki



Japan: Bayles HRC CR125



Italy: Cagiva WMX 125

Still Crazy After All



ALS-2™ Helmet 01102KW 01102YE 01102GW 01102HW \$209.00
 GSX™ Goggles 03100BR00 03100RD00 03100CYBH 03100WH00 \$ 21.95



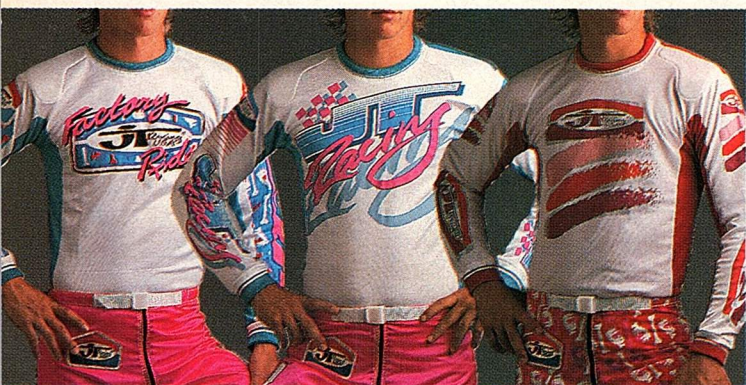
(Iridial Lens With Pins Available Only as Replacement Lens.)
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JT V-500™ 52008JTFY 52008JTPB 52008JTCB \$52.95



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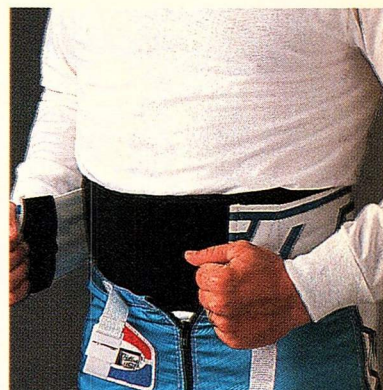
Flexon™ Gloves 22242PC 22242BW 22242RW \$36.95
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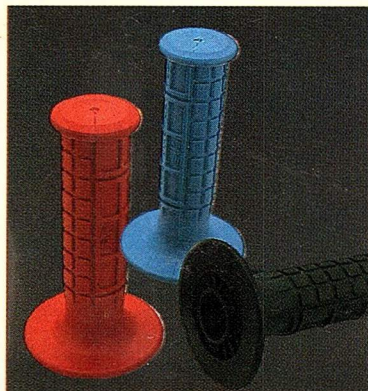
JT Half Breed™ Gloves 22241RW 22241BW \$19.95



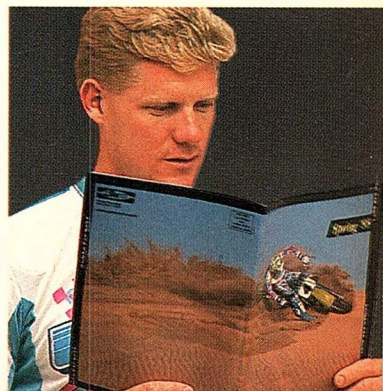
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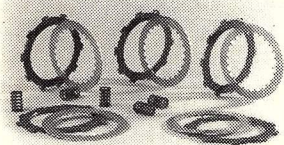
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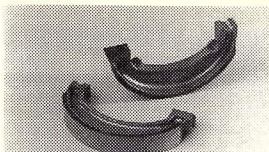
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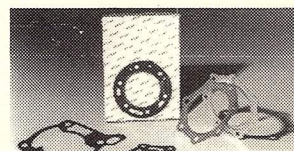
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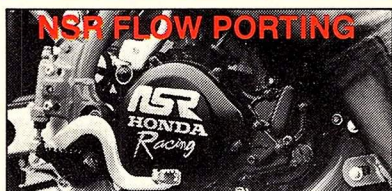
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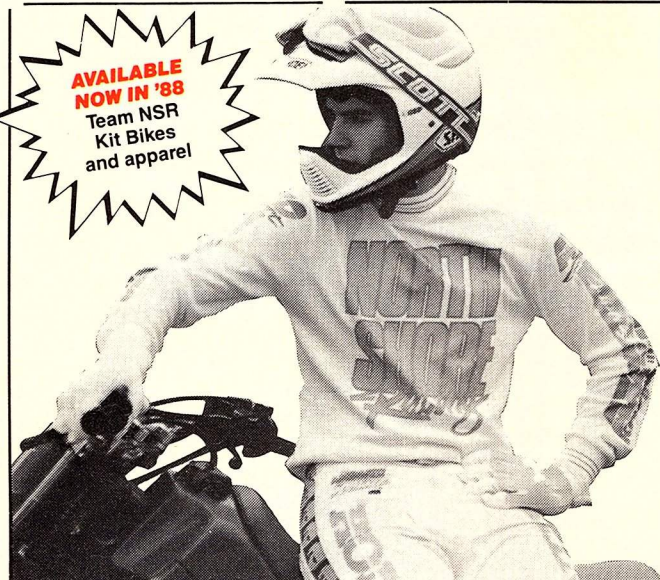


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WILDEST BIKES

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Jobe's CR250R: In between contesting the 125 Grand Prix circuit, Georges Jobe competes in International races on a Nashua Honda outfitted with White Power forks and shock, special dark-blue plastic and a European hopped-up motor. Georges will be returning to the 500 Class next year.



Tragter's CR125R: Pedro Tragter's Venko Honda has an aluminum subframe, Technosel seat, large-capacity aluminum gas tank, titanium bolts and a surprisingly stock pipe. Venko is a Netherlands-based company that sponsors the biggest privateer effort in Europe.

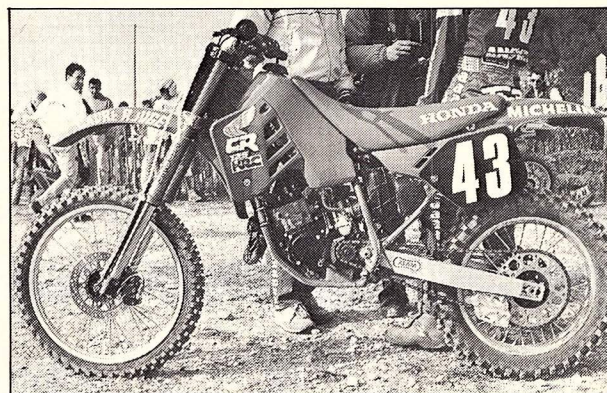


Breker's XR600: Goat Breker used this ultra-trick White Bros. XR600 to win the Four-Stroke Nationals. The engine is bored out to 620cc. The special cam, head and valve work to make it romp. Suspension is full White Power.

IRON MEN MARQUES EUROPEAN TIDDLERS



Austrian-born: Bobby Moore's works KTM125 is the cleanest made and most advanced of the European tiddlers. A new power-valve case-reed motor is highlighted by a pipe that wraps up the right side and crosses over the cylinder to exit on the left side. It is the fastest bike on the GP circuit.



French Honda: Jean-Michel Bayle has been decimating the 125 World Championships on this stock-looking CR125. Works upside-down forks, factory cylinder and special Nissin brakes are the only visible signs of HRC trickery. Bayle's bike is identical to George Holland's U.S. National bike.



Italian legend: At one time Benelli was a force in the sport of motorcycling. For 1988, they have formed a 125 Grand Prix squad and built three works bikes. The motors are from TM with case reeds and power valves. White Power suspension holds up the white-and-blue racer.

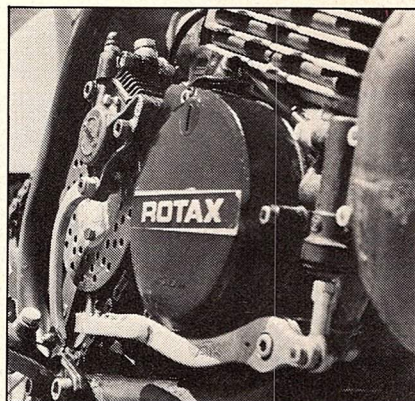
WILDEST BIKES

MADE IN THE USA 1989 ATK 406 PROTOTYPE

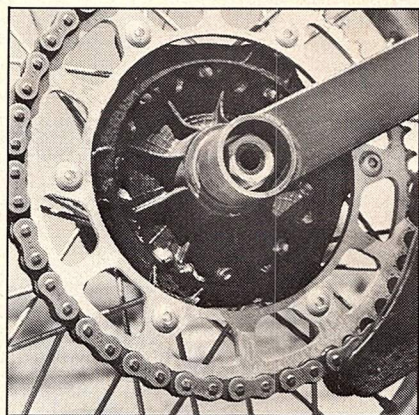


Laguna Beach: ATK sold every bike they made in 1988 before they even made them. For 1989, the Laguna Beach-based mini-factory is charting new ground with its incredibly light 215-pound Open bike. This test version was spotted at a California race track.

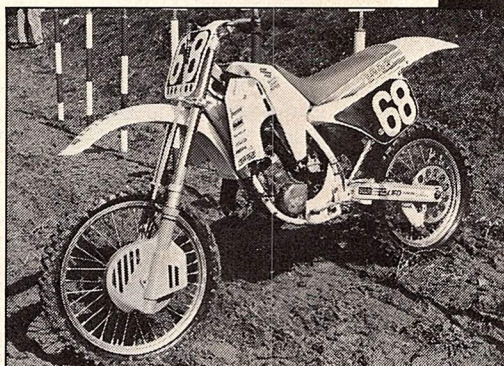
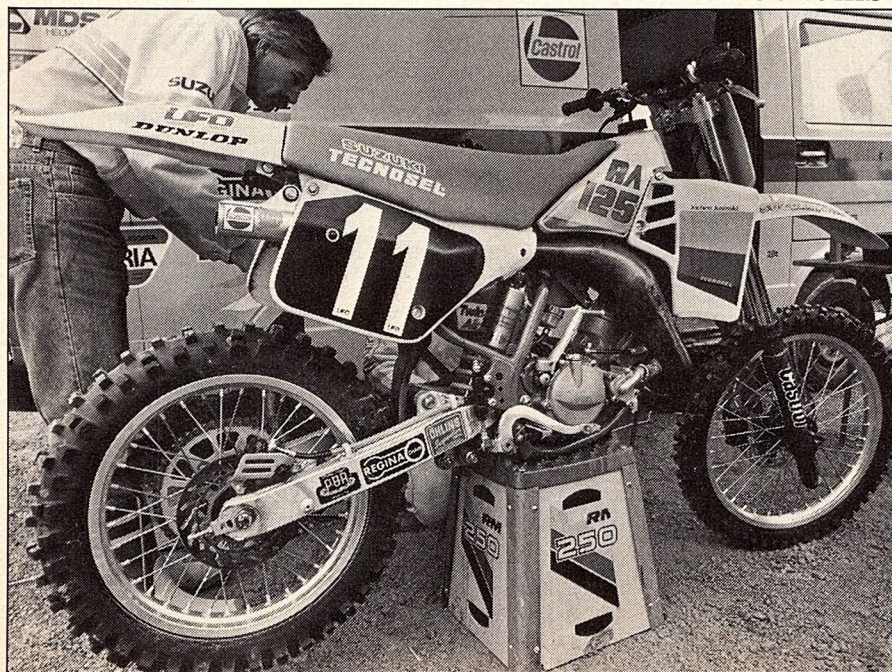
Axle axis: There are no chain adjusters on the rear of the ATK prototype. The ultra-lightweight 4130 swingarm eliminates the bolts, nuts and sliding plates to save weight, increase strength and lessen maintenance. ►



Super sano: ATK's countershaft disc brake is operated by a rearward-facing brake pedal that can't be bent in a berm, is easy to find and well-tucked-in. The complete brake system is phenomenally simple and effective.



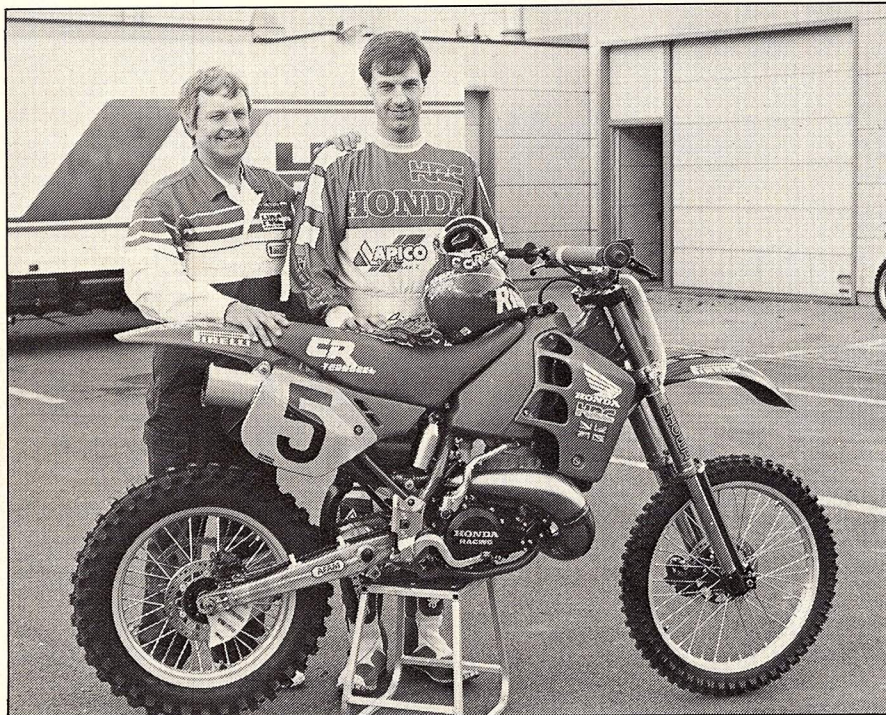
EUROPEAN RM's SPACE-AGE SUZUKIS



Italian Suzuki: The Carpi Suzuki doesn't use the radically inclined motor of the Kurz bike, but an aluminum gas tank and a new seat are complemented by a totally white set of new plastic parts. The extra-capacity gas tank is lower and narrower than the stocker.

◀ **West German Zook:** The Kurz Suzuki, ridden by untouted and unknown Jochen Jasinski, bristles with trickery. A works case-reed motor is inclined forward. The clutch cover is removable. A longer, lower and sleeker tank/seat juncture complements the works forks and Ohlins shock.

THE BEST OF THE REST ULTRA-TRICK WORKS BIKES



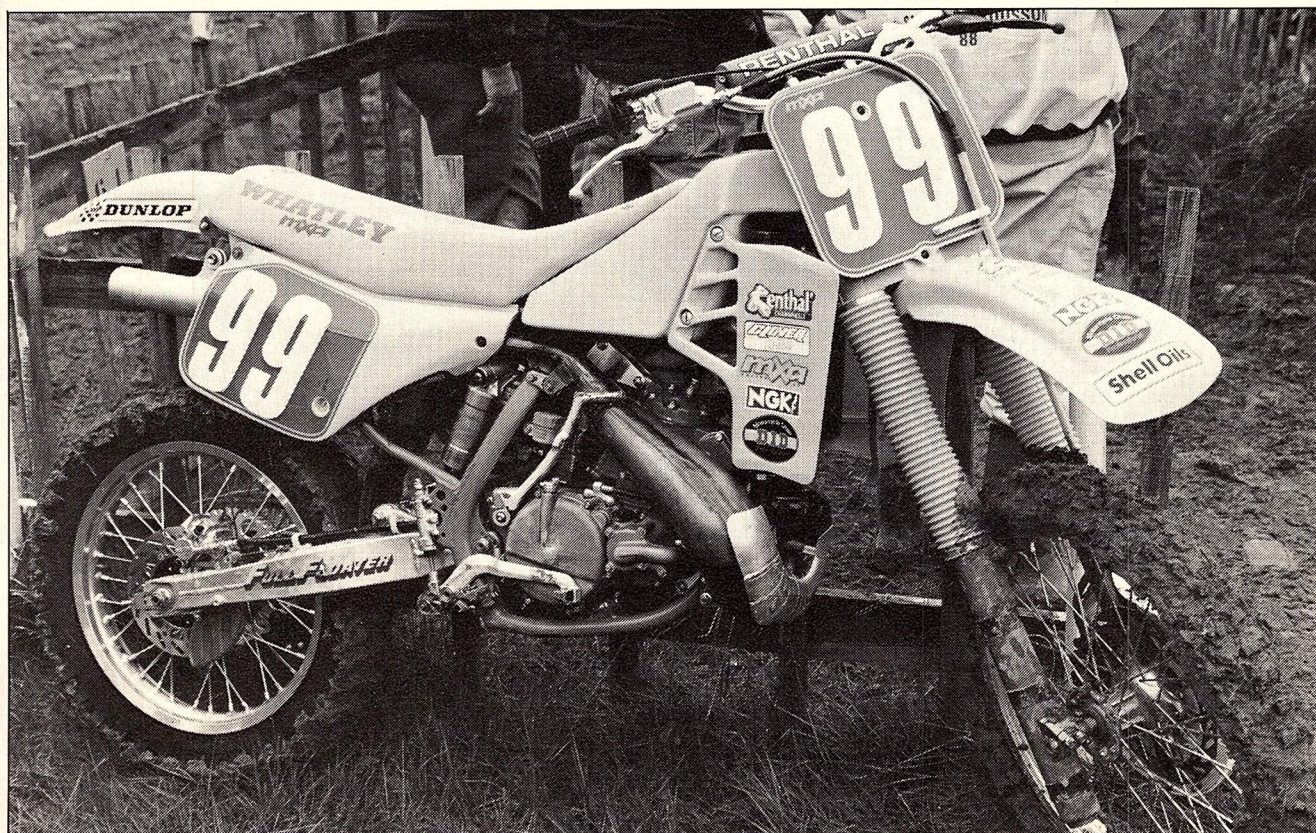
Thorpe's Honda: Dave Thorpe is leading the 500 World Championships on what is basically the 1989 Honda CR500R. The swingarm is works, but the rest of the bike will be available in dealerships any day now.



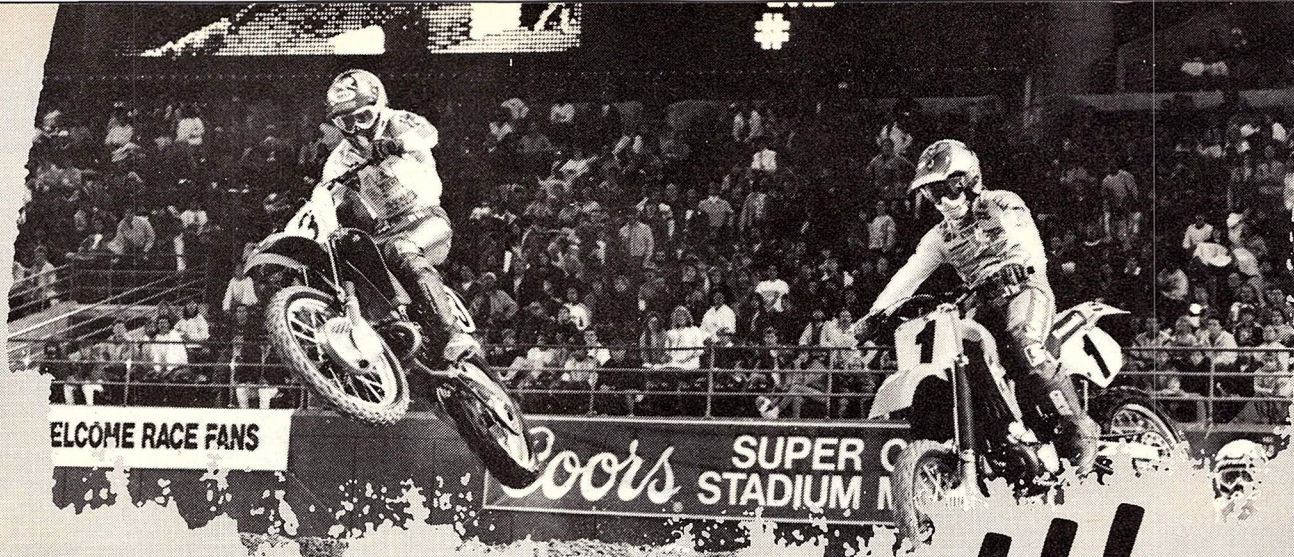
Van den Berks Yamaha: John Van den Berks' YZ250 works. YZ250's trickiest feature is the gas tank with the hole in the front that feeds the air filter. The clutch cover is removable, triple clamps are works. Brakes are Nissin specials and the pipe is a factory unit.



Ljungqvist's YZM500: It's no secret that the ultimate motocross bike of the '80s is the aluminum-framed, mono-coque-airboxed YZM500. The rectangular aluminum frame houses a water-cooled and power-valved 496cc engine. It's fast and light.



Whatley's Suzuki: Jem Whatley won the first GP of the year on a prototype 1989 RM250. Works Kayaba forks, special swingarm, new linkage and magnesium hubs help the RM250 through the rough stuff. The rear shock is an Ohlins. Brakes are Nissin works units. □



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1988 ANAHEIM RACE—ANAHEIM STADIUM. R.J. AVENGES HIS LAST YEAR'S KNOCKOUT!

One year ago, Jeff Ward took the Main Event while Johnson was in the back of an ambulance. This time, Mickey Thompson is running Anaheim, and all the factory guns are ready to race! Micky Dymond is on a new Yamaha, Ward has a big #1 on his Kawasaki, R.J. has a score to settle, and Broc Glover wants a comeback here. It's the first stadium event of 1988!!! —60 minutes.

1988 AMA SUPERCROSS OPENER—HOUSTON ASTRODOME. JEFF WARD MAKES IT FOUR IN A ROW.

For the first time ever, the AMA season opener was truly an indoor event, under the Astrodome. Jeff Ward owns the track and this year was no exception. When the checkered flag fell, Rick Johnson could do no better than second, but charging hard on his brand-new Yamaha, Micky Dymond took third for the second race in a row, reminding the pits that the 125 National Champ is ready to beat the 250s! —60 minutes.

1988 PONTIAC EVENT—THE SILVERDOME THE MOST THRILLING RACE OF THE SEASON.

It's Sunday afternoon, and Jeff Ward is trying to hold the lead in the Main. Johnson had won the night before and is now charging through the pack. R.J. takes the lead! Ward takes it back!! Rick falls, then gets off again. Now he's back up and right next to Jeff in the corner. They touch!!! The cameras are ~~THE~~ ~~DOE~~ to the action, and if you own a VCR, you can be, too!!! —60 minutes.

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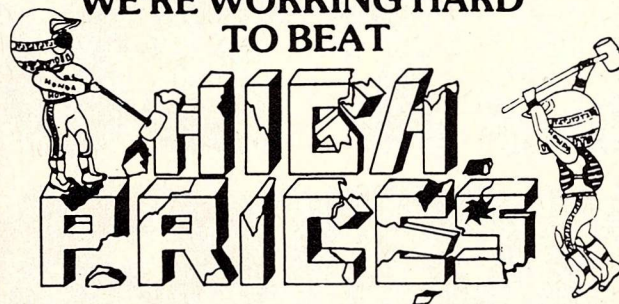
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□ In the motocross field, you don't necessarily get what you pay for. We've ridden sluggish \$10,000 works bikes and rocketship \$1500 beater bikes, but whether you're getting full value for your money or not isn't a black-and-white issue. Personal taste, individual requirements and variety of design gives motocross racers an incredible selection to choose from, and the users are as varied as the products.

With so many choices in bikes, products and accessories, an all-inclusive review of every product made would be impossible. So the *MXA* wrecking crew decided to sit down and hammer out a list of the off-road products that we have had great success with during the 1988 season. These are products that we define as "best buys." You may own a different pair of gloves, visor, seat cover or bike, and for you it may be the "best," but the wrecking crew gets the opportunity to wear most, but not all, of the clothing made. We spend 12 months out of the year testing pipes, carbs, suspension components and aftermarket hop-up parts. You'd have to spend \$100,000 a year to just pay for the motocross bikes that the *MXA* test crew races during a season. No, we don't know everything, but we do know that out of all the products we've tested or tried in 1988 these are the ones that stand out.

SHOULD YOU RUN OUT AND BUY ONE?

Nobody can tell a motocrosser what to buy, what to wear, how to look or when to shift. We present this review as a guide to the depth of quality that exists, and where possible we have added categories to cover ties, duplications and close calls. These are, in the opinion of the *MXA* wrecking crew, the best products of 1988.

HALL OF FAME THE BEST BUYS OF '88

BIKES:

80cc	.....
125cc	.....
250cc	.....
500cc	.....
Four-stroke	.....

CLOTHING:

Helmet	.....
Goggles	.....
Tear-offs	.....
Visor	.....
Under \$100 pants	.....
Over \$100 pants	.....
MX gloves	.....
MX socks	.....
Kidney belt	.....
Elbow guards	.....
Jersey	.....
Shoulder pads	.....
Boots	.....

TIRES:

Front tire	.....
Rear-hardpack	.....
Rear-Intermediate	.....
Rear-Sand	.....

HOP-UP COMPONENTS:

Reeds	.....
Air filter	.....
Brake pads	.....
Pipes	.....
Silencers	.....
Carb kits	.....

ACCESSORIES:

Bike stands	.....
Grips	.....
Plastic	.....
Tie downs	.....
Trailers	.....
Fork springs	.....
Handlebars	.....

FIRST CHOICE

Suzuki RM80	.....
Kawasaki KX125	.....
Yamaha YZ250	.....
Kawasaki KX500	.....
ATK 604E	.....

Bell Moto-4
JT GSX
Oakley dual pin
Troy Lee Aero-2
Fox Racepantz
Sinisalo SCD
O'Neal Bullet
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Dunlop K490
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Pirelli MT32

Boyesen
Twin-Air
EBC
Pro Circuit
DMC
DG Keihin

White Bros
DeGrip
Acerbis	.....
Ancra red	.....
Pro-Trac	.....
ATK	.....
Renthal	.....

SECOND CHOICE

Honda CR80R	.....
Honda CR125R	.....
Kawasaki KX250	.....
Honda CR500R	.....
KTM 600	.....

Shoei VX-3
Scott
JT
Troy Lee
Malcolm Smith Team
JT Classic
Sinisalo Sport
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Mikuni TMX

Pro Circuit
Scott
TMV
Malcolm Smith
Hi-Point
White Power
Answer



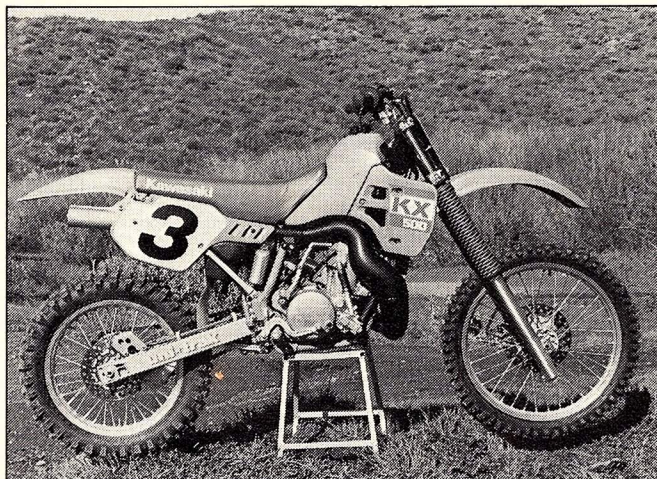
Best mini: Suzuki's RM80 isn't the fastest, biggest, smallest or trickiest minicycle on the track, but for the average racer it combines good suspension, decent handling and a nice powerband to produce the best buy.



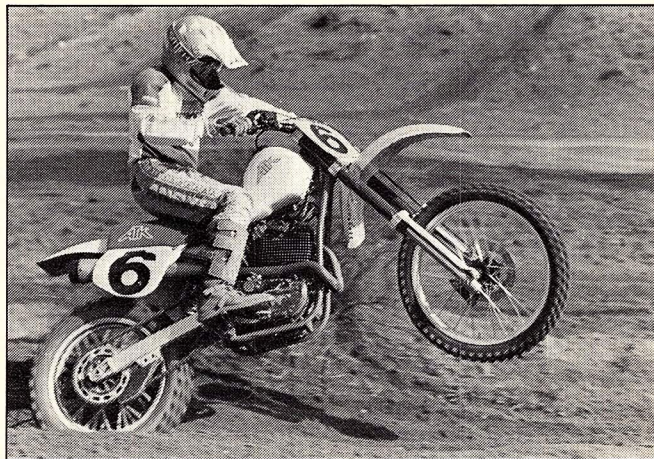
Best 125: Kawasaki did the best job of combining a usable powerband with good handling to dominate the 125 Class. Honda is a close second, but the KX125 has better suspension, broader spread and better power than the CR.



Best 250: Yamaha's YZ250 is a buy-it, gas-it-up and race-it bike. Superb low end and decent mid-range make it an effective weapon. It's trouble-free, competitive and very trick looking. In a tough group of 250 competitors, the YZ is the best buy.



Best 500: The Open class is no contest for the Kawasaki KX500. It is the most powerful bike with the best chance of carrying its rider to victory. In Open bikes it's not how much power you make, but how you make it—the KX makes the most and the best.



Best four-stroke: ATK has been dominating the four-stroke category since its inception. No other manufacturer could dream of building a bike with the reliability, light weight, handling or simplicity of the ATK 604E. The E stands for electric start, which no one else has, either.

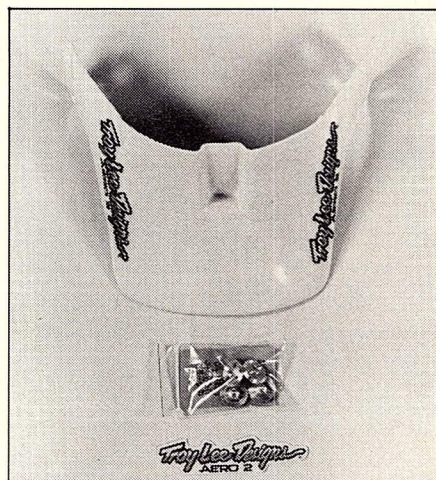
BEST BUYS



Best helmet: Bell has been a leader in safety equipment for years. The Moto-4 is the biggest-selling and most respected helmet made. Plenty of sizes, features and services give the Bell the nod over a big field of competitors.



Best goggles: Even riders who wear one of the other brands will praise the fit and feel of JT GSX goggles. They almost float on your face and come in a wide selection of colors. They are also reasonably priced.



Best visor: Troy Lee, helmet painter of the stars, has rocketed to the top of the visor business in the last three years with his stylish and well made Aero-2 visor. Almost every major star on the National circuit runs a Troy Lee visor.



Best kidney belt: Gold Belt continues to sell the most kidney belts even though AXO is closing the gap. Most of the MXA test riders prefer to wear the very comfortable Gold Belt Cyclone belt. It provides tight support without any stiffness.



Best tear-offs: Oakley's dual-pin tear-off system is the easiest to use. The slip-in insert turns standard Oakley goggles into dual-pin or single-pin units. Simple, effective and foolproof.



Best elbow guards: The biggest problem with elbow guards is that they slip down. JT Racing's elbow guards offer good protection and a non-slip fit. Sinisalo guards are the lightest and easiest to use, while Hallman has the most protection.



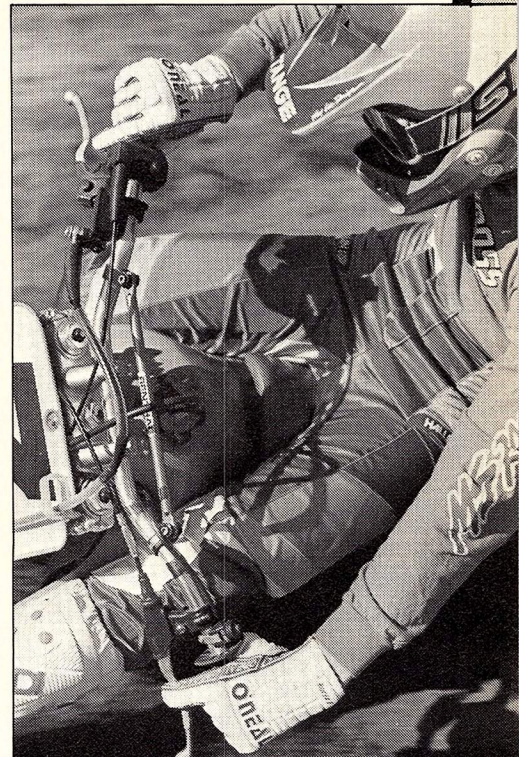
Best boots: Hi-Point used to be the biggest-selling and most popular boot in America. It lost that position to AXO a few years ago, but the Hi-Point Super Victory is still one of the best buys in the world of footwear.



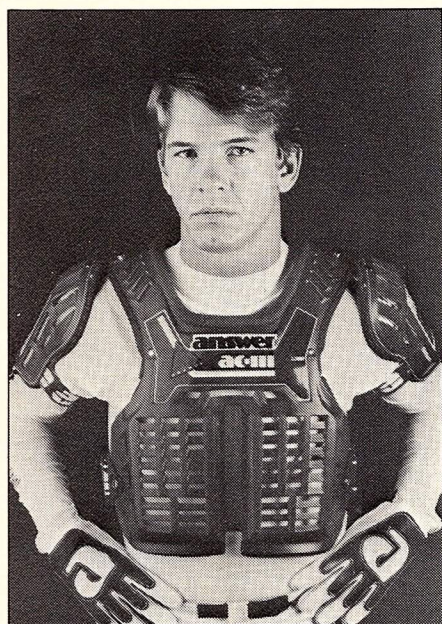
Best under-\$100 pants: Fox Racing has always had the edge in building stylish leathers at an affordable price. A plethora of colors, styles and designs are available. Clean, attractive and well-built.



Best over-\$100 pants: Sinisalo SCD pants aren't seen everywhere, but the unique SCD foam padding, superb tailoring and distinctive looks make Sinisalo pants the best buy in leather over \$100. Lots of features for the money.



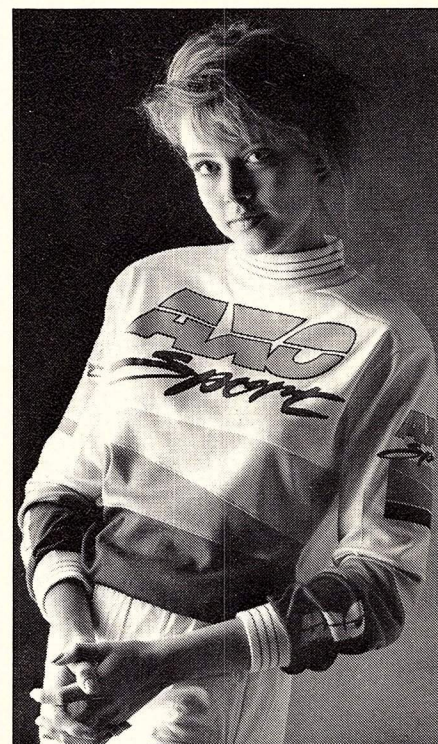
Best MX gloves: O'Neal's Bullet gloves use the same SCD foam that highlights the Sinisalo pants to produce a glove that is comfortable, protective and color-bright. They are machine washable.



Best shoulder pads: The MXA test crew argued for days and then we looked at what we were wearing. The Answer AC-III was the universal choice of our test riders. A smooth fit, no interference and nice shoulder guards were the big points.

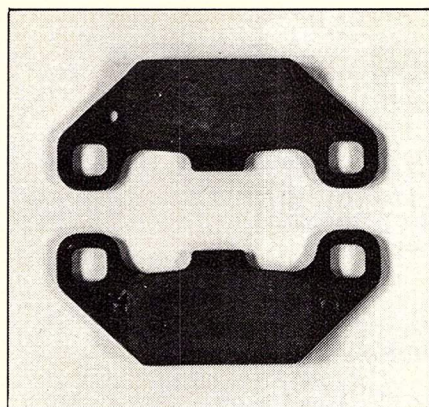


Best MX socks: AXO is the only company to have taken a step forward in motocross sock design in the last ten years. AXO socks feature double-thick padding on the toe, shin and heel area. The extra cushion is a plus.

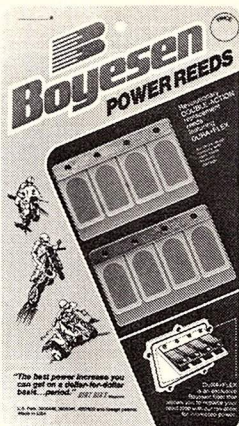


Best jersey: The AXO Plus has been a trendsetter in the world of motocross clothing. It offers a durable fabric, non-fade sewn-on color panels and terrycloth collar and cuffs. It is the most innovative jersey on the market.

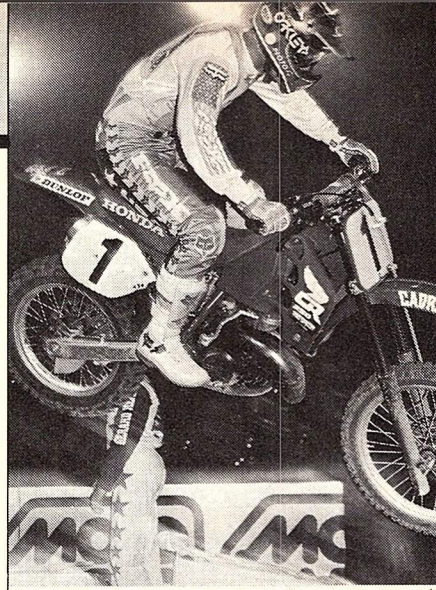
BEST BUYS



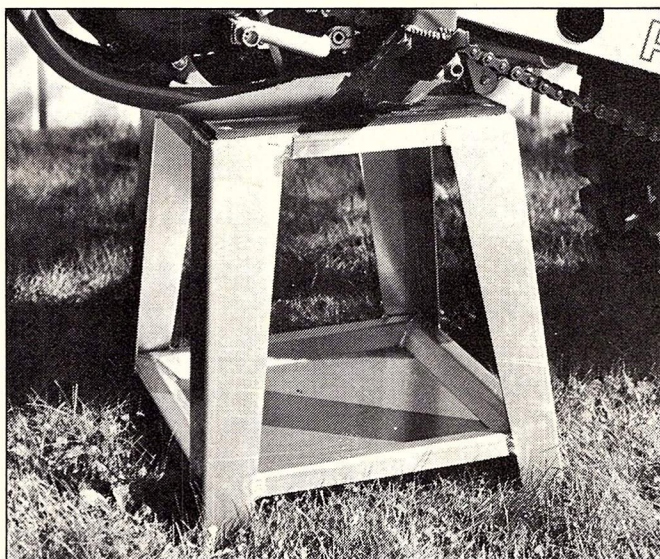
Best brake pads: When it comes time to put new brake pads in your scooter's disc brakes, consider switching to EBC brake pads. You can get improved stopping power and wear by using some of the special compounds that only a brake shoe company can offer.



Best reeds: What company can boast that the factories are paying royalties to them for the use of their design? Boyesen Engineering can, because it's true. Boyesen reeds have been on top for the last decade and continual testing and development have kept them there.



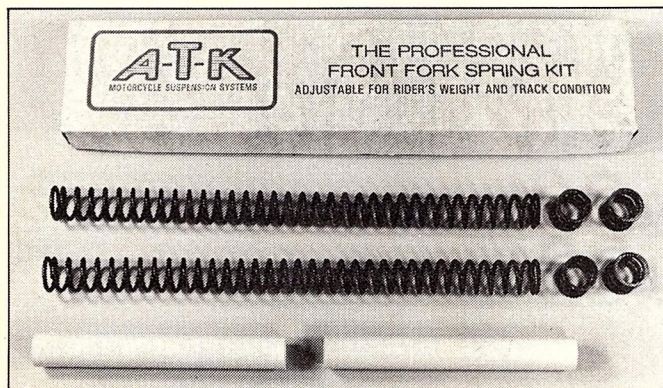
Best exhaust pipes: Rick Johnson, Jeff Ward, Ron Lechien, Broc Glover, Johnny O'Mara, Eric Kehoe and Jeff Stanton can use works bike parts, but they choose to use Pro Circuit pipes instead. Why? Because they work.



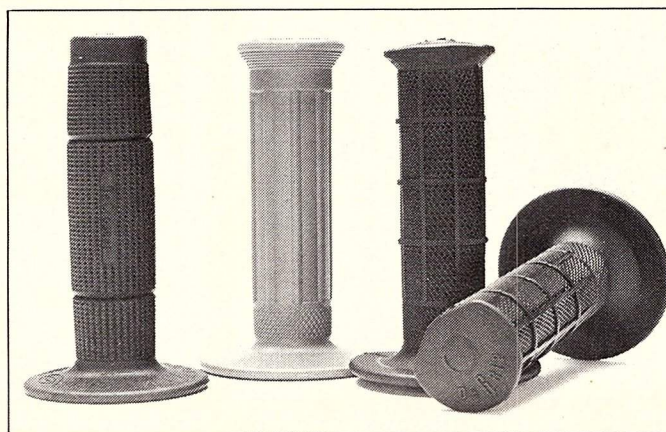
Best bike stand: The White Bros. Last Stand is neatly made, sturdy and light. The aluminum stand also features a rubber pad and work tray.



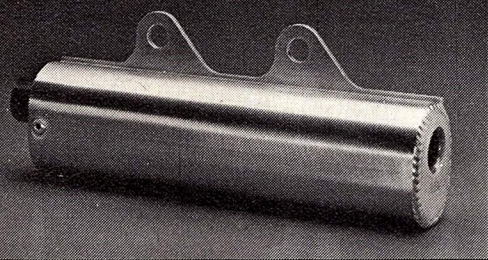
Best tie-downs: Some companies are institutions in the world of motorcycling—Ankra is one. Ankra tie-downs are the thing to buy when you are looking for a safe and secure way to keep your bike where you put it.



Best fork springs: ATK's triple rate spring kit is the best buy in the business. For the price of one kit you get three spring rates. There are ATK kits that will do the job for minis, White Power, 43mm units and four-strokes.

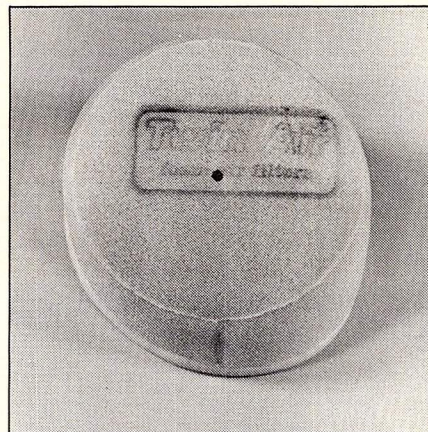
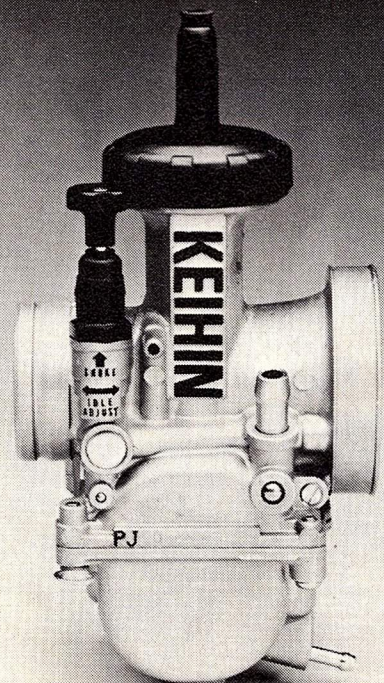


Best grips: Grips are a matter of personal taste, and that's why there are over 25 different types of grips. If we had our druthers, and we do, we'd use the DeGrip. The DeGrip has the basic shape of a Honda grip with a smooth top surface to lessen palm irritation.



Best silencer: DMC's aluminum extrusion silencers are the strongest, best-made, best-looking and most durable exhaust silencer on the market. The mounting is simple and rarely does a DMC silencer break or fail.

Best carb kit: If you are looking at switching carbs on your bike, you should do what the factory teams do—switch to DG Keihin carb kits. A wide variety of sizes, models, jets and applications/makes the Keihin carb the best buy in carb swaps. ▶



Best air filter: Twin-Air filters have been the number one choice among racers for the last ten years. The Netherlands-based company produces superb filters at a reasonable cost. Almost all the GP teams use Twin-Air.



Best trailer: Bob Brown's Pro-Trac trailers are the best trailers on the road. The MXA wrecking crew has two (a 14-foot and 16-foot) and can't imagine going to the races without having all of the comforts of home.

◀ **Best plastic:** Bike after bike, part after part and mold after mold, the best overall plastic component quality comes from Acerbis. The Italian-made plastic fits, is high gloss and is backed up by a strong distribution system.



◀ **Best handlebars:** British-made Renthal handlebars have the cleanest looks, nicest polishing and most usable selection of bends of all the bars made. Answer Products is closing the gap in the world of aluminum bars and the battle is heating up.

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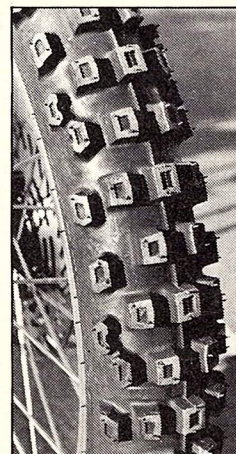
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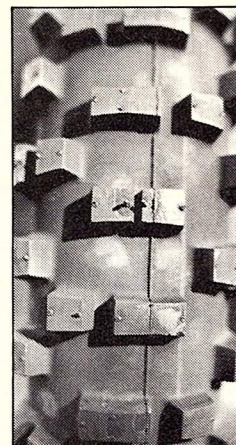


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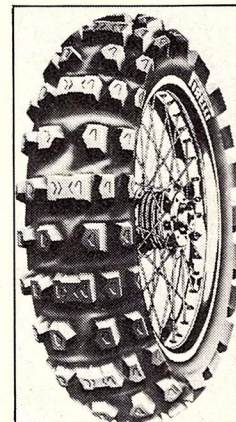
BEST BUYS



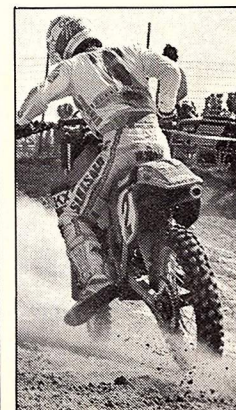
◀ **Best front tire:** For all-around track conditions, the best front tire is the Dunlop K490. If you plan on riding on hard-packed dirt you should opt for the Bridgestone M23.



◀ **Best intermediate rear:** There are few stand-out tires in this category because most tires work well in loamy to soft dirt conditions. The Dunlop K140 is the best rubber, but since Dunlop discontinued it, it is hard to find.



◀ **Best sand rear tire:** Not popular in the United States, Pirelli sand tires are the best working sneakers around. Pirelli makes several models. We use the Laguna-cross for hard-packed courses and the Sand-cross for the soft, grainy stuff.



◀ **Best hard-pack rear tire:** No contest! The Bridgestone M22 is head and shoulders over the competition thanks to excellent grip, long wearing life and a history of dominance. □

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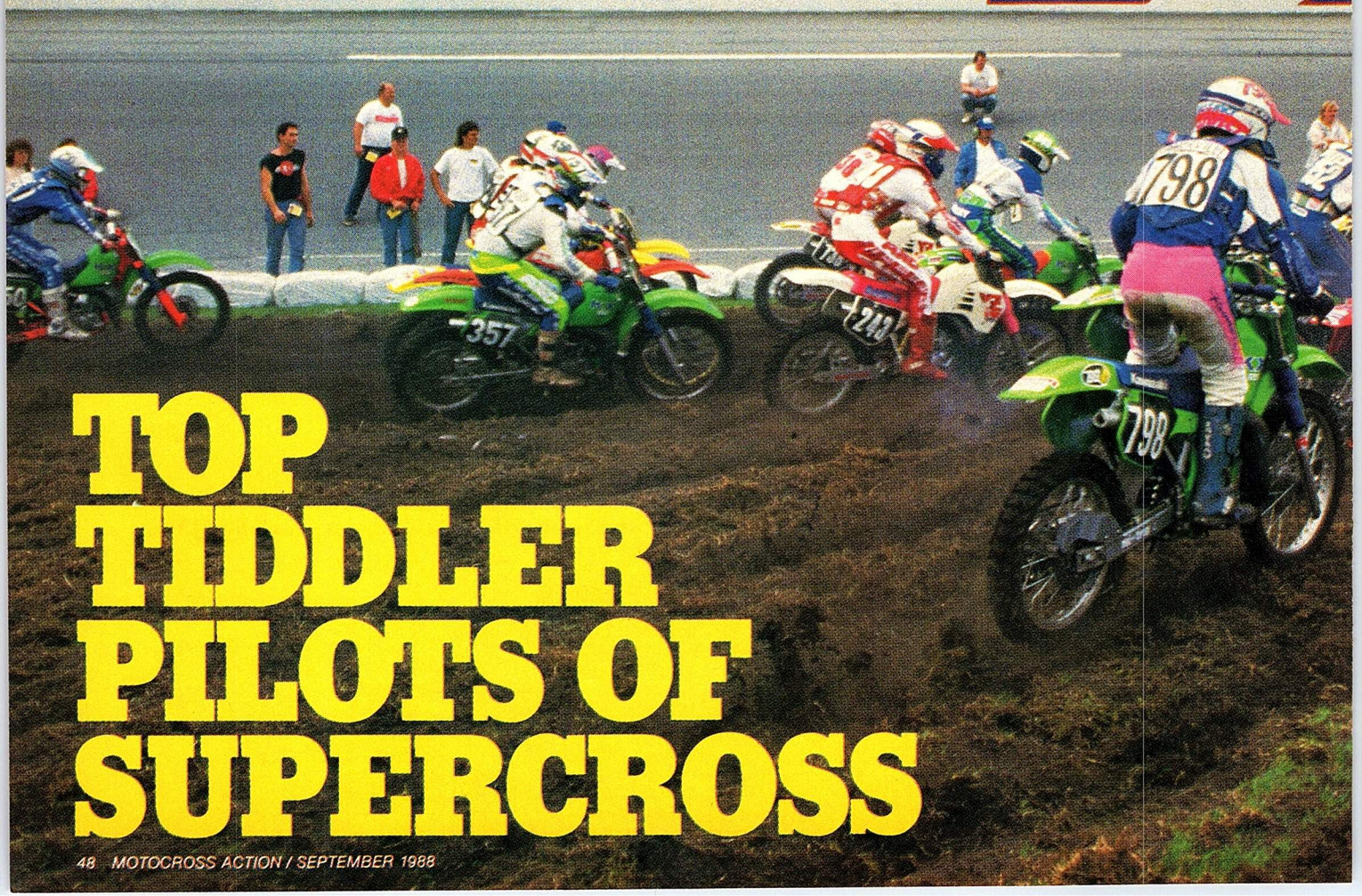


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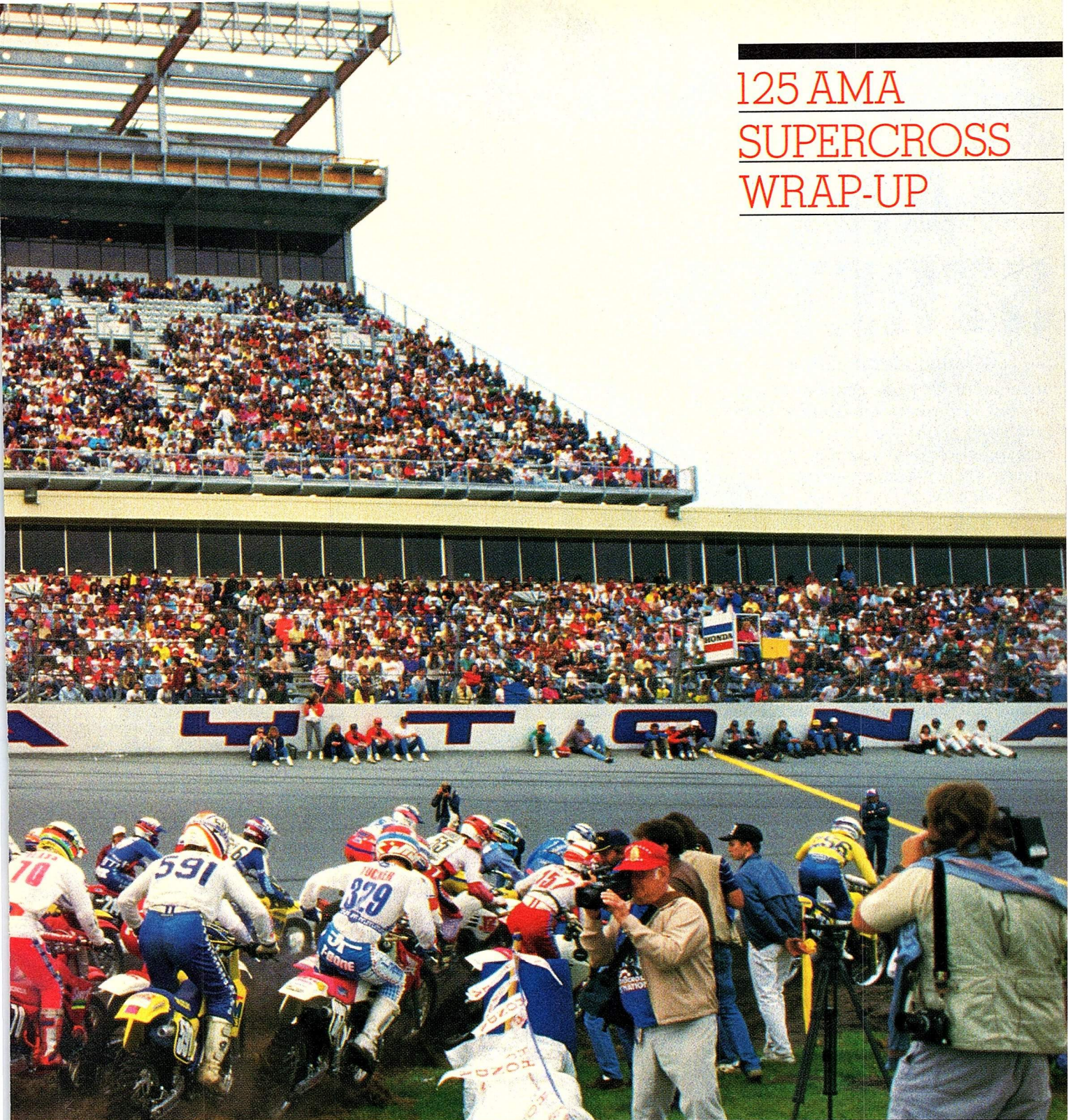
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TOP TIDDLER PILOTS OF SUPERCROSS

125 AMA SUPERCROSS WRAP-UP



Chicken in the West & DeHoop in the East

By Jeff del Villar

□ The 125 Supercross class has become the training ground for our future Supercross stars. Young, talented riders hone their stadium riding skills in this highly competitive class, riding the same tracks as Ward, Johnson and the other top-ranked Supercross racers.

The format for 125 Supercross racing has had numerous changes and still no format has been put together that deter-

mines a single 125 champion. We have an East Coast champ, and we have a West Coast champ. Not since 1985 has there been a clear-cut 125 champion in Supercross. In '85 the best riders from the East were matched against the best riders from the West in a three-moto format that was held at the Rodil Cup Supercross in the L.A. Coliseum. This format was very entertaining for the fans and was a way to

determine a single 125 champion.

This year there are again two 125 Supercross champions. *MXA* feels there should only be one 125 champ, and with any luck, next year's format will determine a single champion. But for now there are two champions! *MXA* has gathered the results from the East and West. Here's how the top ten from each coast got to their respective places in the standings.

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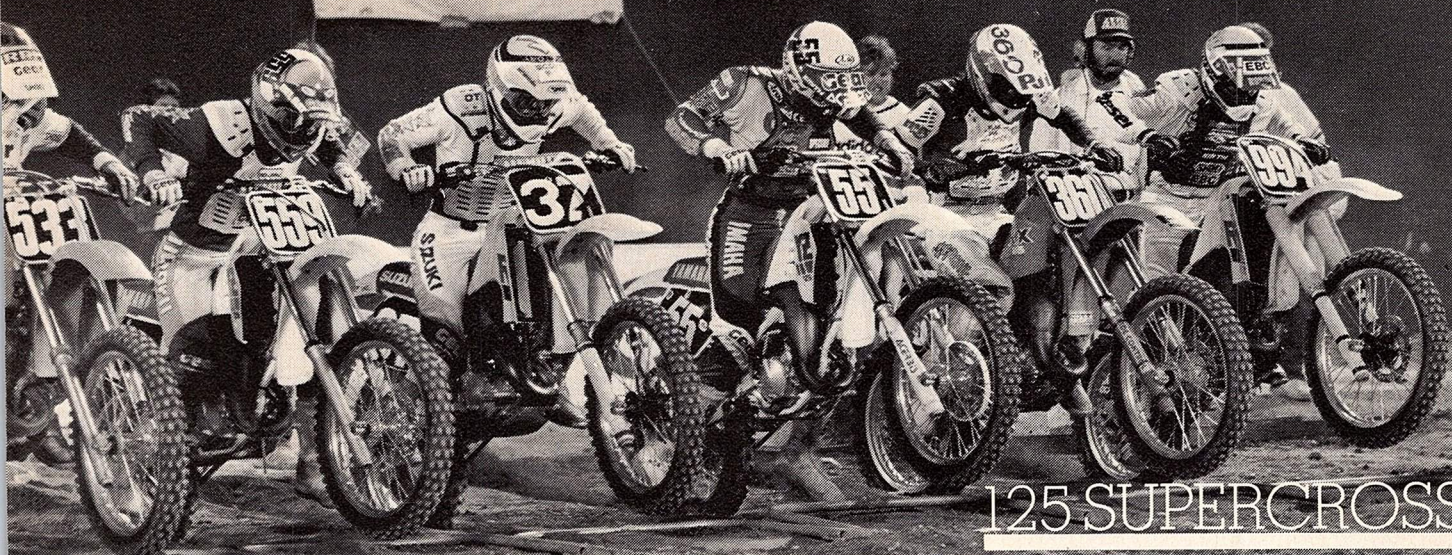
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125 SUPERCROSS

Joe Satkowski

Mike LaRocco (559), Todd DeHoop (37), Mike Jones (55), and Denny Stephenson (360) chased points for seven events in the Eastern series; the Western series was four races long. These riders made up four of the top five positions when the final points were tallied for the Eastern region.



Top gun West: Kawasaki's rising star Jeff Matias won the Western Regional Supercross Championship by placing first in three out of the four events. The hard-charging SoCal rider is now racing the 250 Supercrosses and consistently placing in the top ten.

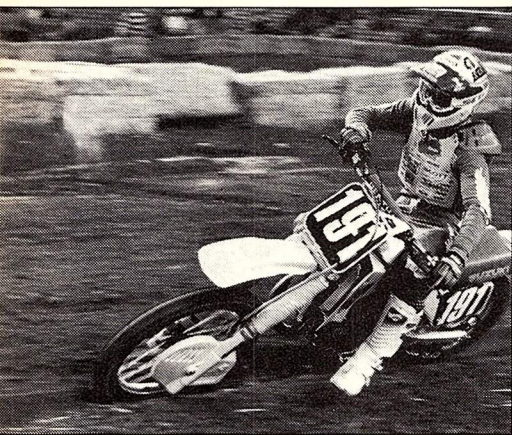


Runner-up: Mike Kiedrowski is one of the strong young riders working his way up the ladder in the Pro ranks. His smooth riding style and gutsy determination make him a rider to be reckoned with in the future. He placed second overall in the West.

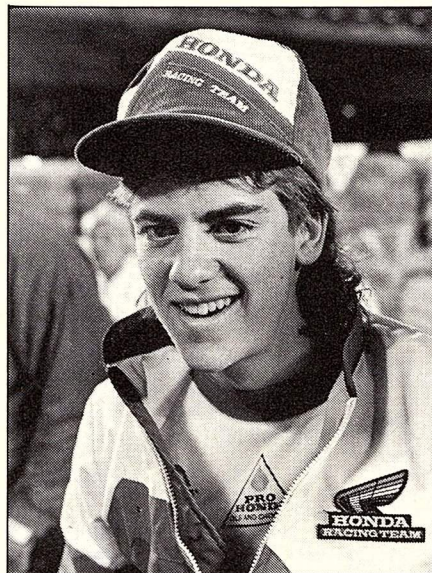


Number three West: Washington state native Larry Ward got stronger with each event; his best finish was a second at the final West Coast race in Dallas. The Yamaha-mounted rider also does well outdoors, as he showed in the 125 Nationals.

125 SUPERCROSS

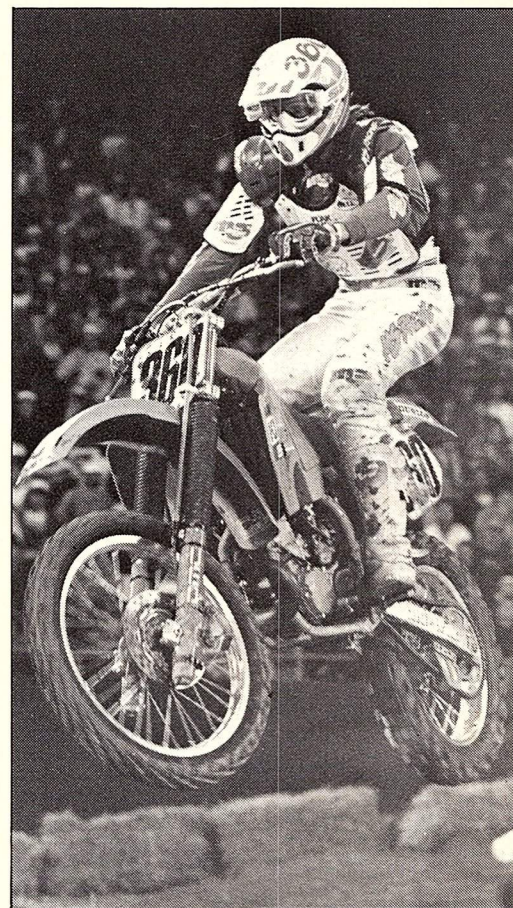


◀ Todd DeHoop (37) and Mike Jones (55) battled throughout the Eastern regional series. The two riders stayed within five points of each other for most of the series, with DeHoop taking the title at the final event in New York.



Rick Simmet is a perfect example of what 125 Supercross racing is all about: young racers gaining Supercross experience and points. After starting slowly with three points in the first two events, he moved up to tenth in the final standings.

◀ Ty Davis is one of Suzuki's up-and-coming riders with a lot of potential. The Hesperia, CA, resident has shown National speed outdoors as well as in the stadiums: he won the final Western region race in Dallas and placed fourth overall in the West.



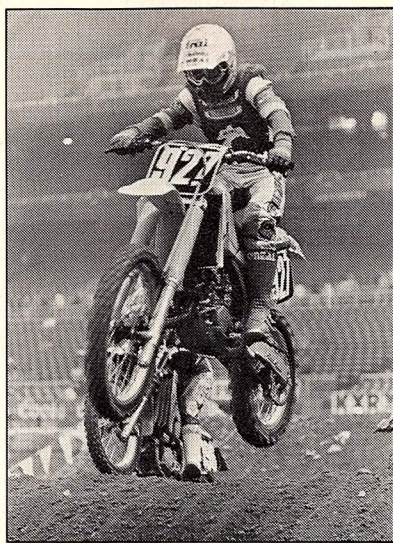
The Eastern region was a battle throughout the series with many of the top-ten positions not being decided until the final race. A third in the New York round moved Kawasaki-mounted Denny Stephenson into fifth place for the series.

1988 125cc EAST REGION FINAL POINTS STANDING BY RACE

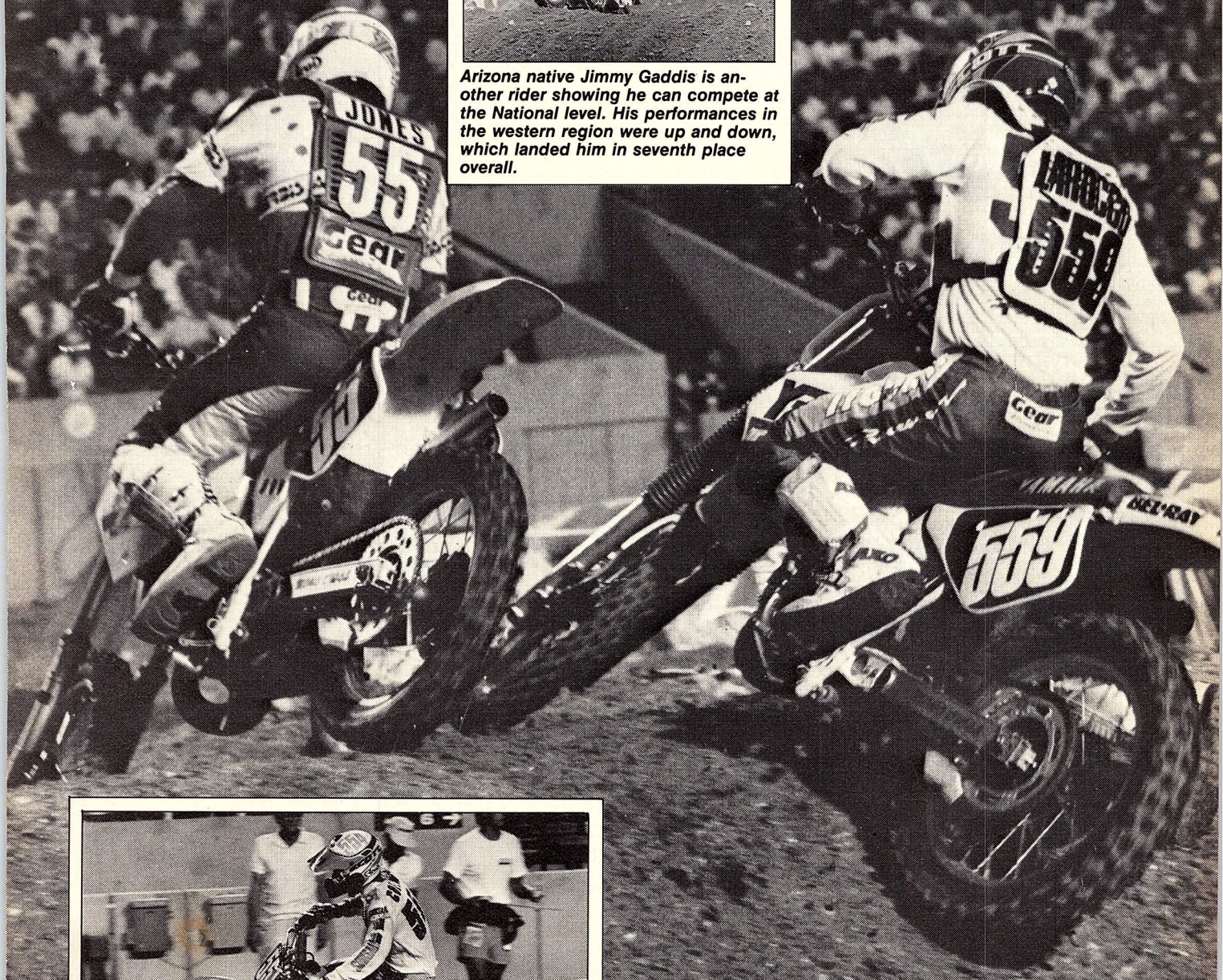
RIDER	HOUSTON	DAYTONA	PONTIAC Saturday	PONTIAC Sunday	DALLAS	TAMPA	NEW YORK	TOTAL
1. Todd DeHoop (Suz)	4	25	18	25	12	25	22	131
2. Mike Jones (Hon)	12	18	22	22	15	22	14	125
3. Mike LaRocco (Yam)	0	0	25	12	20	18	25	100
4. Robert Hayes (Suz)	10	15	16	18	8	10	18	95
5. Denny Stephenson (Kaw)	11	9	0	14	16	15	20	85
6. Chris Coleman (Kaw)	3	20	20	20	0	20	0	83
7. Kenny Kizzar (Yam)	0	11	15	14	0	16	0	55
8. Robert Naughton (Cag)	0	16	4	11	18	0	0	49
9. Mark Crozier (Suz)	0	1	0	16	9	14	0	49
10. Carl Vaillancourt (Hon)	8	7	13	9	0	0	0	37

1988 125cc WEST REGION FINAL POINTS STANDING BY RACE

RIDER	HOUSTON	SEATTLE Saturday	SEATTLE Sunday	DALLAS	TOTAL
1. Jeff Matiasovich (Kaw)	25	25	25	7	82
2. Mike Kiedrowski (Kaw)	22	20	22	11	75
3. Larry Ward (Yam)	13	16	20	22	71
4. Ty Davis (Suz)	16	18	7	25	66
5. Michael Craig (Yam)	15	22	14	0	51
6. Chris Young (Yam)	14	13	13	1	41
7. Jimmy Gaddis (Suz)	1	14	6	14	36
8. Kerry Mulligan (Hon)	6	12	15	0	33
9. Mike Pascarella (Kaw)	0	11	18	0	29
10. Rick Simmet (Hon)	0	3	12	13	28

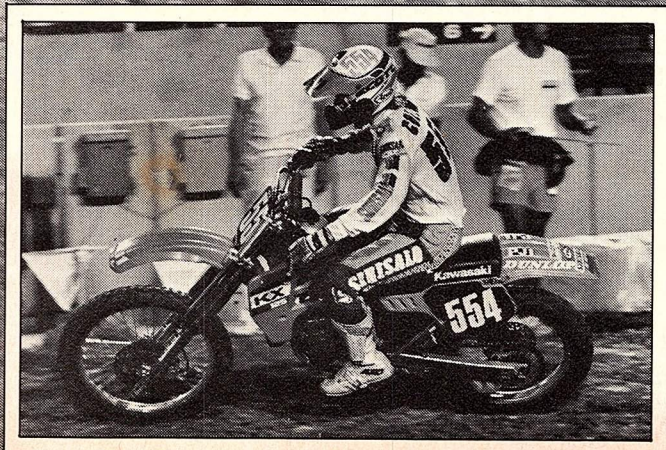


Arizona native Jimmy Gaddis is another rider showing he can compete at the National level. His performances in the western region were up and down, which landed him in seventh place overall.



Mike LaRocco (559) scored zero points in the first two races of the Eastern series. His hard-charging style combined with a win at Pontiac and a win in the final round at New York vaulted him into third place in the standings, right behind Mike Jones (55).

◀ Chris Coleman placed sixth overall in the Eastern region, although he didn't score points in two of the last three events. In the five races he did score points, the Kawasaki rider placed third in four of those races.



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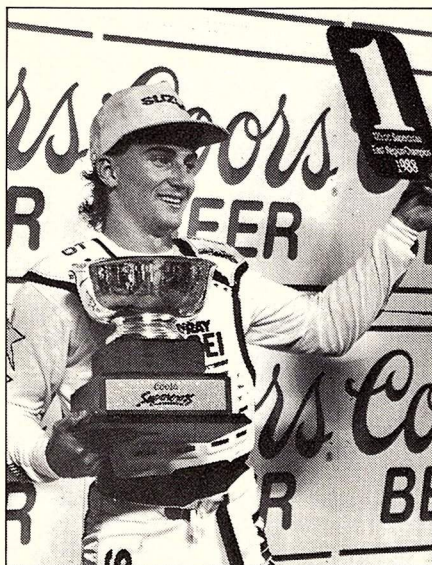
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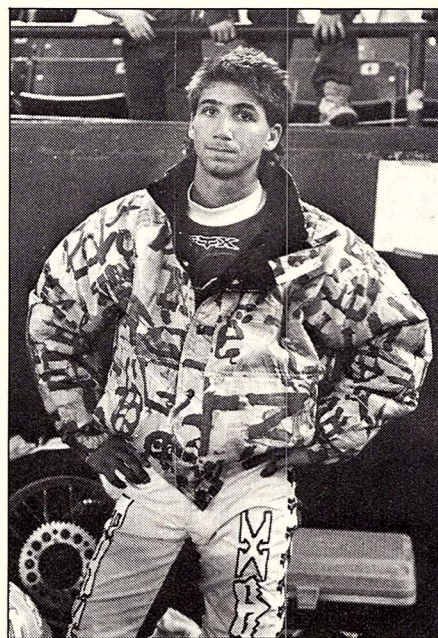


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125 SUPERCROSS



Top gun East: Suzuki's Todd DeHoop was the Eastern Regional Supercross Champion. After a slow start in Houston, DeHoop got his act together to win three of the remaining six races, which allowed the Hudsonville, MI, native to win the championship by a slim but comfortable margin.



Big boys look out: Many experts feel that Jeff Matisevich will be motocross's next superstar. "Chicken," as he's known to friends, has the skill and motivation to reach the top of the motocross heap.

WHAT'S WRONG WITH 125 SUPERCROSS RACING

WHAT THE SPONSORS THINK

• The 125 Supercross series needs some changes. As it is now, there are two separate champions. MXA (and a host of others) feel there should only be one. The problems in putting together a championship series that will determine one champion are numerous. There are only a few riders who are fully supported by the factories in this class; most of the riders are sponsored by aftermarket companies or their families. Having to criss-cross back and forth across the country is financially impossible for many of these competitors.

MXA spoke with the sponsors of most of the young riders to get their views on what can be done to improve the format for 125 Supercross racing.

DAVE MILLER—DMC

"The AMA needs to make it the same as 250 Supercross or get the existing format organized so more riders can make it to all the events. The way it is now, you have a few riders who make every race, and the rest of the field is made up of local pros. I think the format they have now can work; it just needs to be set up so riders have a chance to make it to more of the races in their region."

MITCH PAYTON—PRO CIRCUIT

"I think the two-champion format is good, but at the end of each series they need to get the top guys together for one race, like the 1985 Rodil Challenge race. The top guys from the East took on the top

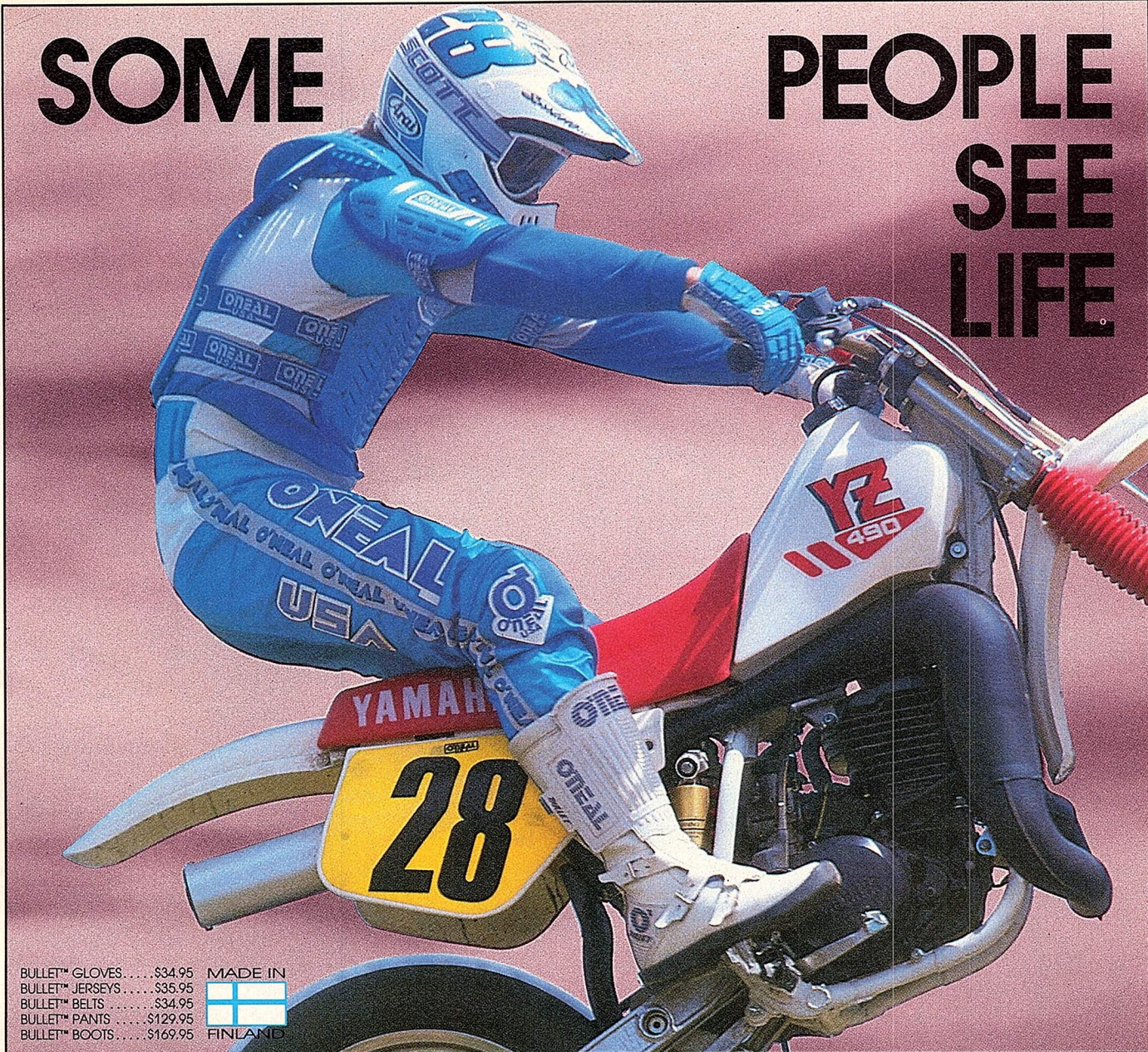
guys from the West. It was a three-moto format and the crowd was treated to some great racing. They could also have the race change coasts according to who won the previous event. If the East Coast wins, have the next event on the East Coast; if the West wins, have it on the West. I also think they should get rid of the ultra-cross format. Let's have normal racing with everyone having the same chance from the gate to the first turn."

PAUL THEDE—RACE TECH

"I believe one of the big problems for a lot of the riders right now, and not just 125 riders, is the race schedule. Riders have to travel back and forth across the country too much. The AMA needs to set up the series so that the riders work their way across the country once. That would give more of them a chance to make it to all the races. For right now, I agree with the East/West champion format because riders don't have to spend all their time and money traveling. An event that brings the top riders from each coast together for one race is a good idea, but it adds an unnecessary financial burden to any rider who isn't fully sponsored. I think we should concentrate on getting the top riders from each coast into the 250 Supercross class so Ward and Johnson won't keep having two-man battles. We need more new blood in the 250 Supercross—that will make the racing better!" • □

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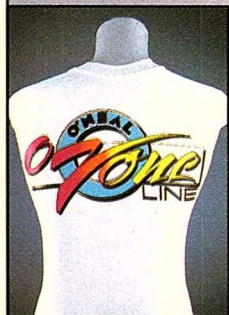
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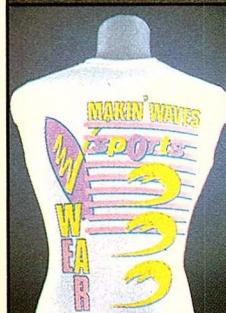
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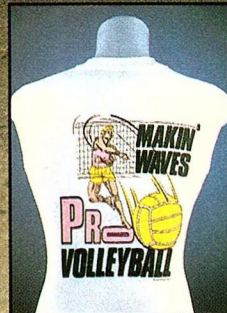


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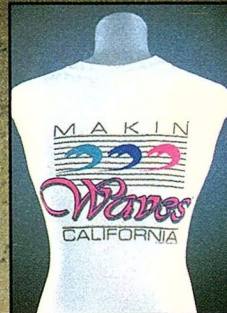
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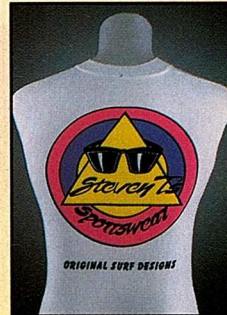
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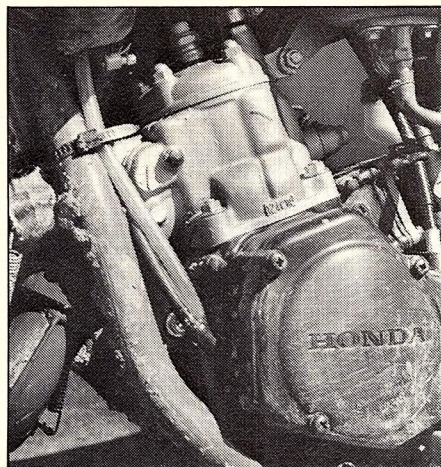
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WHAT BREAKS

□ 125s are less expensive to buy than 250s or Open bikes, but they make up for the savings in cost by wearing out parts at a much faster rate. The normal wear and tear on a 125 is more severe than it is on the larger bikes, and without proper maintenance the cost of racing 125s can skyrocket. So, to give owners of 125s a helping hand, the *MXA* wrecking crew has compiled a list of potential problem areas on the 1988 125s that need to be watched closely and checked on a regular basis.



Brad Nordlof



◀ **Racing 125s puts major strain on their high-revving motors, and although you may not abuse your bike as much as National contenders Keith Bowen (11) and Rick Ryan (10), you do need to take the same precautions they do to keep your bike in top condition.**

◀ **A 125 motor wears out parts at a very fast rate, with piston and rings wearing the quickest. With the amount of feathering that is done on 125s, the clutch also gets major abuse and needs to be checked along with the piston and rings every couple of races.**



WHAT BREAKS ON THE '88 125s				
	CR125	RM125	KX125	YZ125
Carb problems	<ul style="list-style-type: none"> Potential air leak at reed block and mag seal. Air filter can be misaligned. 	<ul style="list-style-type: none"> Stock jetting is too lean (go to 20 pilot jet, 360 main jet, needle in third clip. Air screw one turn out. 	<ul style="list-style-type: none"> Too rich in low and mid range (remove 2.5mm from the primary choke tower and switch to 68 pilot). Reeds chip easily. 	<ul style="list-style-type: none"> Bottom end blubbers, flat on top end, breaks up and sputters over rough terrain (go to 50 pilot, 270 main jet, needle in 2nd position—air screw 1½ turns out).
Motor flaws	<ul style="list-style-type: none"> ATAC valve arms have been bending on some bikes. Flaw in head design makes jetting a hard task—hard to get right. 	<ul style="list-style-type: none"> First production run had cranks pressed too tightly on rod. Piston and ring wear quickly. Rivet on back of clutch hub hit idler gear—needs to be ground down. 	<ul style="list-style-type: none"> Bikes with aluminum clutch basket backing plates have problems with shearing basket ears. Kawasaki will replace under warranty. Water pump gear shears off teeth. 	<ul style="list-style-type: none"> Shifting becomes notchy if gear oil isn't changed regularly.
Component catastrophies	<ul style="list-style-type: none"> Plastic mud guard over countershaft sprocket can clog with mud and lock up rear wheel. Occasional ignition failure. 	<ul style="list-style-type: none"> Some ignition failure. 	<ul style="list-style-type: none"> Front brake drags—hone the caliper and use DOT 3 instead of DOT 5. 	<ul style="list-style-type: none"> Some bikes come with front brake reservoir only half-full.
Chassis calamities		<ul style="list-style-type: none"> Some bolts can strip easily. 	<ul style="list-style-type: none"> Motor mount bolts come loose. Suspension linkage bolts to frame come loose—check regularly. Seat foam too soft, breaks down quickly. Lower subframe bolts strip and come loose easily. 	<ul style="list-style-type: none"> Shock linkage dries out quickly—keep well-lubed.
Miscellaneous mayhem	<ul style="list-style-type: none"> Gas tank bolts can crossthread. 	<ul style="list-style-type: none"> Radiator mounts bend too easily. 	<ul style="list-style-type: none"> Plastic breaks easily. Gas cap cracks. 	<ul style="list-style-type: none"> Check handlebars for cracks at crossbar junction—bars occasionally break at this point. Bolt-on air filter bottoms out before tight. Add washers to correct.

◀ **Most riders don't have the time or equipment to completely tear down their bike, but when it's possible it should be done. 125s rev higher and vibrate more than bigger bikes, which can cause parts to come loose. Check bolts and tighten parts after each ride.** □

ON THE 1988 125s

Knowledge is power, so don't lose power

WHITE BROS./ATK-SPONSORED

4-STROKE U.S. NATIONAL CHAMPIONSHIP

Heavy metal roars down thunder alley

By Mike Van Camp

□ Four-strokes! Thumpers! Quadra-strokes! Thunder bikes! The names don't ring out, they boom with a resonance and reverberation that rattles window panes and feels like a bass note in a low-rider stereo. Four-strokes used to be the meat and potatoes of racing. If you went back 30 years into the past with your hot new 1988 YZ250, you would win every race you entered thanks to suspension, horsepower, light weight and handling, but you'd be the only guy in the pits with a two-stroke. Up until the late '60s two-strokes were the pariahs of motocross racing. They were called "ring-dings" and "rice burners." To show up at a race on a two-stroke was like showing up at a Metallica concert with a Barry Manilow T-shirt on. It just wasn't done!

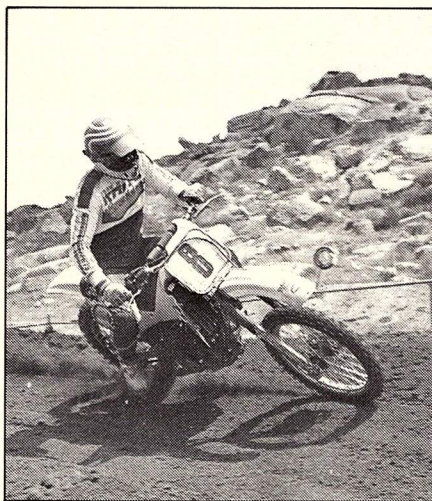
BACK TO THE FUTURE

Today, things have changed. If you show up at a race with a four-stroke, the kids in the pits eye your cam-and-valve beast with a suspicious eye. They make jokes about the sound. They laugh when you launch yourself up on the kickstarter. They cringe when you roost two cubits of dirt onto their van.

In the olden days, not as olden as Jeff Smith's BSA, Rolf Tibblin's Husky or Sten Lundin's Lito, the United States used to have a special four-stroke-only National Championship. Anybody who was anybody showed up to race the U.S. Four-Stroke National Championships. It wasn't unusual to go to the starting line at the one-day event and see Ricky Johnson, Marty Smith, Tommy Croft, Goat Breker, Billy Grossi, Jeff Jennings, Marty Moates, Feets Minert, Brian Myerscough, Ron Lechien, Johnny O'Mara, Dick Mann, Jimmy Holley, Warren Reid, Gary Jones, Ron Turner, Gunnar Lindstrom and Lance Moorewood. But over the past few years the event has lost its luster. No big names have come to race the Four-Stroke Nationals, and it was eventually combined with a series of two-stroke races to make it more profitable. It had hit the skids.

ENTER THE WHITE BROS. AND ATK

Tom White, Dan White and Horst Leitner didn't like what had happened to the Four-



Four times: Gary Jones, 1971-74 250 National Champion, won the tough Vet Pro class and then rode back-to-back to finish third in the Open Pro's. Jones picked up a healthy KTM bonus check.

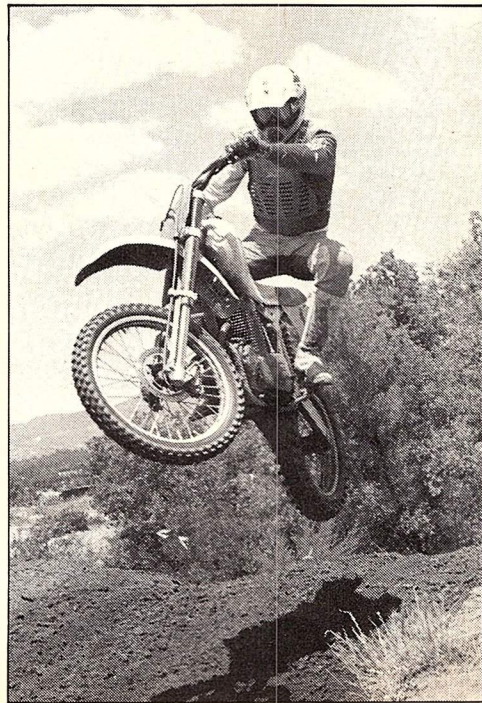
stroke Nationals so they did something about it! The White Brothers and ATK joined forces with Perris Raceway to host the first full-blown four-stroke-only race in three years. And they organized it in such a way that there would be races for Pros, veterans, vintage bikes and amateurs. If your off-road vehicle had a four-stroke engine it was eligible to race. The biggest class of the day was a no-holds-barred XR80 race that featured a snarling pack of kids, adults and veterans on munchkin-sized Honda XR's.

Star power was back in force. Goat Breker came home from the 500 GPs to race a White Bros. Honda. Four-time 250 National Champion Gary Jones raced the Pros and Veteran Pros. Former National star Barry Higgins flew in from Georgia to race a factory KTM. ATK brought out a three-man

Over 40: Alan Olson, America's winningest Veteran rider, didn't get to notch another victory in his incredible victory roll. After holeshooting the Vet Pro's, the 42-year-old had to settle for third. ►



Goat for it: Goat Breker made a quick \$600 by dusting off the competition at the U.S. National Four-Stroke Championships. Breker's 620cc White Bros. Honda featured full White Power suspension.

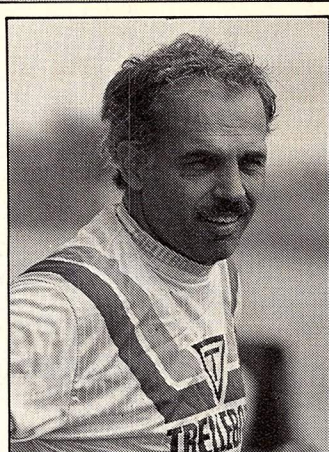




Birmingham Small Arms: Feets Minert, who raced for the factory BSA team in the late '60s and early '70s, brought his immaculate BSA 441 out to Perris to show the kids how it used to be done.



Test rider: Eddie Arnet rode for ATK in the Unlimited class and White Bros. in the 350 class, scoring a second and first, respectively. A special track was built that combined scrambles, dirt track and motocross.



Name from the past: Barry Higgins, former National contender from the '70s, picked up a KTM sponsorship to ride the Vet Pro's and Old Timers. Barry won the Old Timers, but lost to old nemesis Gary Jones in the Vets.



Steel shoes: Former Grand National dirttracker Tom White sponsored the event, supported a host of Pro riders and finished fourth in the Vet Pros himself. All in a day's work for the White brother.

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RESULTS: U.S. NATIONAL FOUR-STROKE CHAMPIONSHIP OPEN PRO

1. Goat Breker (WB).....1-1
2. Ed Arnet (ATK).....2-2
3. Gary Jones (KTM).....4-3

VET PRO

1. Gary Jones (KTM).....2-1
2. Barry Higgins (KTM).....1-2
3. Alan Olson (ATK).....3-3

XR80

1. Jimmy Lewis (Hon).....1-1
2. Ron Wood (Hon).....2-2
3. Ray Groom (Hon).....3-3

OLD TIMERS

1. Barry Higgins (KTM).....1-1
2. David Breetwor (ATK).....2-2
3. Feets Minert (BSA).....3-3

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THAT'S A WRAP

Ward toughs it out

By Todd Smith



□ Several years ago, when the three classes ran their championship series as a ten-race schedule, a rider could suffer an injury or mechanical woe and still be a factor in the standings at the end of the season. A rider could do this because 20 motos spread over some eight months left a lot of time for a lot of things to happen. The racing seemed to lack tension and drama. Now the abbreviated six-race series leaves little or no room for such misfortunes, and there is more tension and drama than daytime television.

Yet even so, there are no certainties as to what will happen on any given race day, and even when disaster does befall a rider, it isn't always lethal. The end result is that the racing has become predictably unpredictable, anything but boring, and the crowds have increased. Here is the end result of all the dramatics.

Bad breaks: Rick Johnson narrowly finished second to Ward after several mechanical failures left him short on points. Rick ran away with the last four motos of the year, but it wasn't enough to help him retain his title.

The dogger: Third overall in the series went to Ron Lechien. His finish is not indicative of the talent that lurks in his body. Ron showed his true form at Southwick when he came from a dead last start to win the moto. Ron needs to get fired up more often. ►





250 NATIONAL CHAMPIONSHIP

IT AIN'T OVER...

JEFF WARD'S TALE OF THE UNEXPECTED

• I was really pumped at the beginning of the outdoor season. I had a good winter and was healthy and ready to go. Things had been going well for me in the supercrosses and I was confident in myself and my bike. I knew that the same was true for Rick, and that the series was going to be a tough fight.

At the opening National in Florida I rode two strong motos, but they were both behind Rick. Late in the second moto Rick and I were dicing when I got the break I needed. Rick's rear brake went out and he dropped off the pace to finish third, which gave me the win and the overall. Even though it was not a large points lead, it was a start, and it was better than being behind.

Going into the windy city (Hangtown), I felt good and was anxious to get out and race. Once I got out on the track in those gale force winds all that changed. I got tight and uncomfortable on the bike and couldn't get anything going. I finished a distant second to Rick and lost my points advantage.

We had a month off from the Nationals to race Supercross, and I think racing indoors helped my aggressiveness. We got back into action in Axton, Virginia, and I had a great day. In the first moto I got a great jump on the gate and got the holeshot and took off. Rick got a bad start but managed to work his way up to second. In the second moto we both got good starts and were having a real tight duel when his bike seized. I walked away with the win, and a big points lead going into the second half of the series. Actually, I wish that he hadn't broken because I don't like to win that way, and the battle we were having was a lot of fun. I guess you feel short-changed in a situation like that because you want to have the satisfaction of beating someone fair and square. And I think I could have beaten him!

The series got real interesting when we went to New York to race a Supercross. I was all pumped about leading in the outdoors, and I was still in contention for the Supercross title, but things turned sour real fast. During my heat race I cased it off a jump and completely screwed up the ligaments in my left ankle. I couldn't believe the pain, it was ten times worse than what I went through last year. By the time I got back into the pits and got my boot off the leg was already black and blue. The New Jersey Giants doctor came over and looked at my leg and immediately said it was broken. I was just so bummed, both titles looked like they had gone down the tubes, with any chance at the 500 championship pretty much shot as well. I was bummin'!

But after the X-rays came back we saw

that it hadn't broke, just sort of dislocated. I flew back to L.A. the next morning and went straight to see Jeff Spencer. He took me to Dr. Martin's in Pasadena, where I spent the next five days undergoing round-the-clock therapy. We did nonstop diatherm and ultrasound therapy. It was like being in jail. I slept on the machines, which was interesting because you'd get a shock if you touched your legs together. It was just total torture. The only good thing was that they had a TV and I got to catch up on the soaps!

Before I flew to Southwick, Jeff Spencer came over and taped my ankle. I flew in on Saturday night, and tried to mentally prepare myself for the race. I had no intention of winning the race, I just wanted to get some points in case something weird happened to Rick. I went out for practice and kind of took it easy trying to see what I could and couldn't do with the ankle. The tape loosened up a bit which eased the throbbing, and it actually wasn't all that bad. I was just afraid to make a mistake in the sand and fall and then have to pick up the bike.

Everything worked out really well. In the first moto I got a fifth-place start and I was hanging in there and then Ricky passed me. Then Ronnie came up and got me and I was in seventh with Micky Dymond right on my tail. I started thinking, I'm going to be in tenth pretty soon and I can't afford that. Then it started to rain, and all kinds of weird things started to happen. The next thing I knew I was in third, and then Ronnie's bike broke and I was in second. Getting that second to Rick's first made all the difference.

In the second moto I felt good and I got the holeshot and I just kept riding—and rode smooth. I kept looking for Rick but he never came up. Ronnie passed me and pulled away to take the win, but I got the overall. It was just an unreal weekend. It made all that work during the week worth it.

At Mt. Morris I rode well and finished second in the first moto, but then I fell in the second and had a hell of a time getting back up. So I finished sixth. I lost a few points but it wasn't too bad. Then my game plan for Texas was to just ride smooth and not get a bad finish or DNF. I knew the track was a right-hand circulating track with very few left-hand turns. I also rode during the week, which I didn't get to do in the previous two races, so I was more confident. So, I went to Texas planning to ride to win. I came back with two solid seconds, and clinched the championship. It was really gratifying to win, considering all the weird stuff that went on during the series. Hopefully, I can do as well in the 500 series. •



The wolf: Injuries are strange in how they affect riding. Micky Dymond suffered a broken knuckle in his hand that made riding a major task. Micky was slow to get back on track and show the speed that was so promising in the beginning of the year. Mick finished eighth in the points.



The farmer: Number five in the standings went to Yamaha's Jeff Stanton. Jeff started the season slow but finished strong, edging out teammate Broc Glover by one point. Look for Jeff to be a threat in the 500cc series.

◀ **That's racing:** Over the past two seasons, Jeff Ward has fallen short in his bid to recapture the 250 National Championship, a title he held in 1985. Jeff suffered from mechanical and bodily breakdowns and came up short to Rick Johnson. Despite dislocating his ankle halfway through the series, Jeff came out on top of the "breaks" department to take the 1988 crown away from Johnson.

SOUTHWICK 250 NATIONAL RICK'S RAY OF HOPE

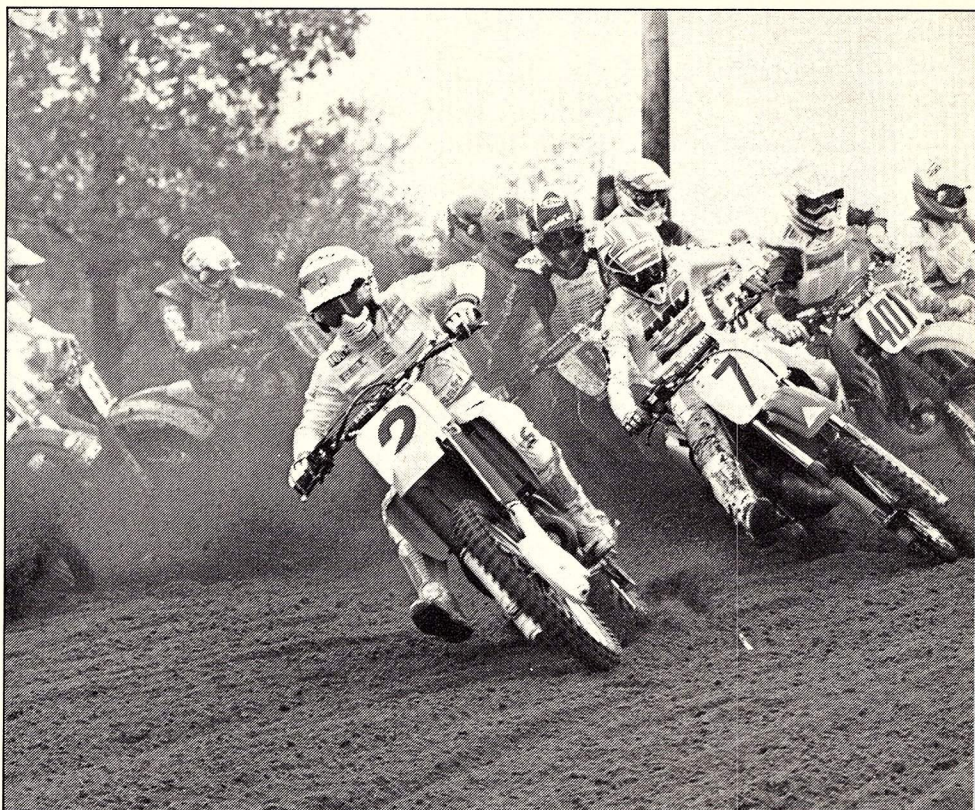
•The Southwick National followed one week after the Meadowlands Supercross, the race in which Jeff Ward dislocated his left ankle. It was assumed by most insiders that Jeff would be unable to race. This would be the break Rick Johnson needed to regain the series points lead he had lost in Virginia.

To the surprise of those insiders, and Rick Johnson, Ward not only raced, he won! For Johnson, who admits that he had not mentally prepared for a duel with Ward, it was the nail in the coffin of his championship hopes... maybe. •

RESULTS: SOUTHWICK 250 NATIONAL

1. Jeff Ward (Kaw).....2-3
2. Rick Johnson (Hon).....1-6
3. Jeff Stanton (Yam).....3-4
4. Doug Dubach (Yam).....5-7
5. Jeff Leisk (Hon).....14-2
6. Micky Dymond (Yam).....4-10
7. Ron Lechien (Kaw).....33-1
8. Bob Hannah (Suz).....10-9
9. Shaun Kalos (Yam).....9-13
10. Brian Manley (Suz).....6-16

250 NATIONAL CHAMPIONSHIP



The champ: No one expected Jeff Ward to race Southwick, let alone win, after his ankle injury the week before. Jeff won the overall, then rode steady, consistent races the last two weeks to preserve the championship.

Paul Buckley

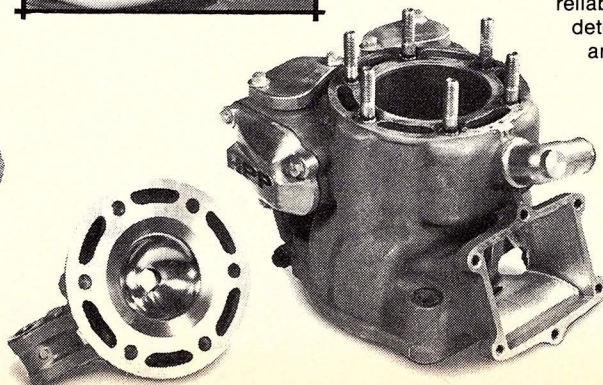
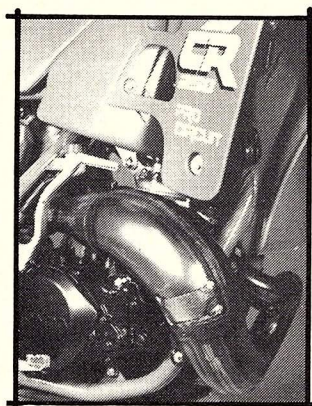
RICK JOHNSON USES PRO CIRCUIT, SO SHOULD YOU!

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It's a fact that year after year factory riders as well as local pro's, use Pro Circuit Works Honda Pipes. In 1986 Rick Johnson used a Pro Circuit Pipe to win the Supercross Championship. Again in 1988 Rick and Pro Circuit have clinched another Supercross Championship proof positive that proven winners need proven performance and Pro Circuit's reputation with Team Honda is second to none. '84-'88 CR80, 125, 250, 500 \$149.95 to \$159.95.

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PRO C



Brad Nordlof

Numbers five and six: Jeff Leisk (7) maintained fourth in the standings, until the final race in Texas, where both Stanton and Broc Glover (44) finished ahead of him. Glover finally had a healthy year and put in several excellent races to garner fifth overall in the standings.

MT. MORRIS 250 NATIONAL A SEA OF HUMANITY

• Memorial Day weekend has long been associated with racing . . . auto racing. The annual four-wheel duels in Indianapolis have become a mecca for the auto racing fan. Motocross also has its own Memorial Day weekend tradition, the Mt. Morris, Pennsylvania National.

Each year the largest crowds on the national circuit turn out to see America's moto pilots dice on the picturesque, natural terrain circuit of High Point Raceway. This year the crowd nearly doubled, as over 20,000 race fanatics covered the hillsides, forming a sea of humanity. It was the perfect backdrop for a motocross race. It was the way a motocross race was meant to look. •

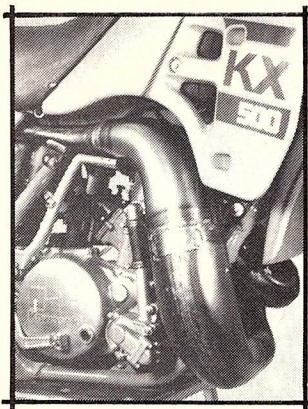
RESULTS: MT. MORRIS 250 NATIONAL

1. Rick Johnson (Hon) 1-1
2. Ron Lechien (Kaw) 3-3
3. Jeff Stanton (Yam) 5-2
4. Jeff Ward (Kaw) 2-6
5. Jeff Leisk (Hon) 4-5
6. Broc Glover (Yam) 6-4
7. Johnny O'Mara (Suz) 8-8
8. Fred Andrews (Suz) 7-9
9. Doug Dubach (Yam) 10-7
10. Micky Dymond (Yam) 9-10

JEFF WARD USES PRO CIRCUIT, SO SHOULD YOU!

WORKS KAWASAKI PIPES.

With only a couple of races yet to go in the '88 250 Nationals it looks like the title will go to Jeff Ward, of course Jeff is using a Pro Circuit Works Kawasaki Pipe. In addition to Jeff, Ron Lechien, Larry Brooks, Mike Kiedrowski and a host of other top local and National riders are switching to Pro Circuit for their Works Type Power. When it comes time to get a new pipe for your KX, try the Pro Circuit Works Pipe and you'll see why everyone else is switching to Pro Circuit. '85-'88 KX80, '84-'88 KX125, '85-'88 KX250, 500 \$149.95.



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Factory backed riders like Larry Brooks, Jeff Leisk, Brian Manely, Bill Frank and Larry Roseler depend upon Pro Circuit Suspension Services to soak up the variety of rough terrain they encounter during the year. **Satisfaction Guaranteed.** Shock and fork mods available for '85-'88 CR, KX, YZ and RM bikes. Shock revalve \$130.00. Shock oil change \$55.00. Cartridge fork mods \$70.00 plus parts. Optional rate fork and shock springs \$49.95 to \$80.00.

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SAN ANTONIO 250 NATIONAL

THE FINALE

• Originally scheduled as the opening round of the 500 National Championship series, the San Antonio National became the 250 finale with the cancellation of the Anderson, South Carolina, event in March. The gap in points between series leader Jeff Ward and defending champ Rick Johnson was a mere 13 points. The championship was out of Rick Johnson's hands; he had to hope for some disaster to befall his rival if he were to retain the number-one plate for another year. Jeff Ward entered the race knowing that he needed not a win, but he did have to finish in the top three overall to secure the title. It would be a very tense afternoon in Texas. •

RESULTS: SAN ANTONIO 250 NATIONAL

1. Rick Johnson (Hon).....1-1
2. Jeff Ward (Kaw).....2-2
3. Ron Lechien (Kaw).....4-4
4. Broc Glover (Yam).....6-3
5. Jeff Stanton (Yam).....3-6
6. Micky Dymond (Yam).....8-5
7. Johnny O'Mara (Suz).....5-8
8. Jeff Leisk (Hon).....7-9
9. Mike Fisher (Kaw).....10-7
10. Doug Dubach (Yam).....9-13

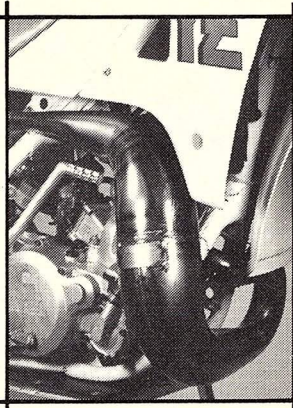
250 NATIONAL CHAMPIONSHIP



Rene Kotopoulos

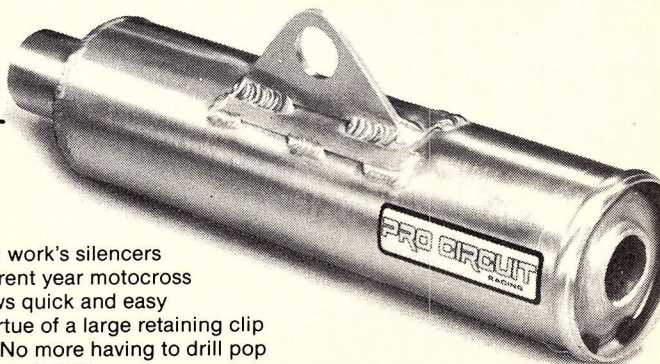
Rare appearance: Bob Hannah raced but one race this year. He finished eighth overall at Southwick after being out with a wrist injury. Bob is still the crowd favorite, but this year he didn't even make the top 20 in the standings.

JEFF STANTON USES PRO CIRCUIT, SO SHOULD YOU!



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Jeff Stanton in 1987 finished 2nd overall in the '87 500 Nationals, his best finish ever, using a Pro Circuit Works YZ Pipe. Now in 1988 Broc Glover, Billy Frank and Jeff Stanton will all tell you that Pro Circuit is the only answer if you want to get your YZ to the front of the pack. All Pro Circuit pipes bolt on in minutes with all the stock mounting hardware. Available for '84-'88 YZ80, 125, 250, 490 \$149.95.



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PRO C



The show: As in the Supercross series, Johnny O'Mara gradually improved his results over the course of the season. Unfortunately for Johnny, the short series doesn't allow for a gradual pace. Hopefully Johnny will be 100% for the start of next season.

FINAL STANDINGS: 250 NATIONAL CHAMPIONSHIPS

IT'S ALL MATHEMATICS

POSITION	FL	CA	VA	MA	PA	TX	TOTAL
1. J. Ward	47	44	50	42	37	44	264
2. R. Johnson	45	50	22	40	50	50	257
3. R. Lechien	40	31	36	25	40	36	208
4. J. Stanton	16	35	32	38	38	35	194
5. B. Glover	31	36	42	16	33	35	193
6. J. Leisk	34	28	35	29	34	26	186
7. J. O'Mara	19	24	29	9	26	29	136
8. M. Dymond	35	0	11	29	23	29	127
9. M. Fisher	8	26	27	15	15	25	116
10. B. Manley	11	22	23	20	14	5	95
11. S. Kalos	26	26	8	20	0	0	93
12. D. Dubach	0	0	18	30	25	20	80
13. R. Pedersen	21	16	20	0	0	0	67
14. F. Andrews	5	0	20	0	26	16	57
15. R. Sommo	4	14	4	5	12	16	55
16. J. Keller	13	0	10	13	0	0	49
17. B. Frank	17	0	14	0	0	0	36
18. D. Hawthorne	0	0	10	6	15	18	31
19. T. Vohland	0	30	0	0	0	0	30
20. T. Watts	21	8	0	0	0	0	29

CHAMPIONSHIP RUNNERS-UP

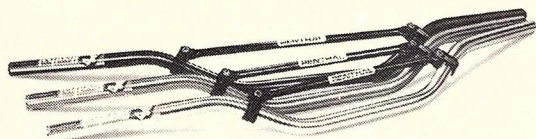
MOTOCROSS' VICE PRESIDENTS

- 1987—Jeff Ward
- 1986—David Bailey
- 1985—Johnny O'Mara
- 1984—Ron Lechien
- 1983—Scott Burnworth
- 1982—Rick Johnson
- 1981—Bob Hannah
- 1980—Mike Bell
- 1979—Kent Howerton
- 1978—Jimmy Ellis
- 1977—Marty Smith
- 1976—Jim Weinert
- 1975—Kent Howerton
- 1974—Marty Tripes
- 1973—Rich Thorwaldson
- 1972—Jim Weinert
- 1971—Jim Weinert•

ERIC KEHOE USES PRO CIRCUIT, SO SHOULD YOU!

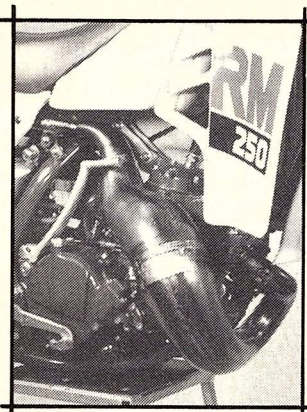
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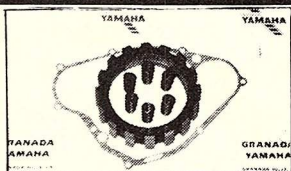
Contact Hy-Tech Motorcycle, 12860 Bradley Ave, Sylmar, CA 91342, (818) 362 5534

250 NATIONAL



Hey Mikey: Kawasaki R&D rider Mike Fisher finished ninth in the standings with consistent top finishes after a poor placing in the first race in Gainesville. Mike should be able to improve his results on the bigger bikes.

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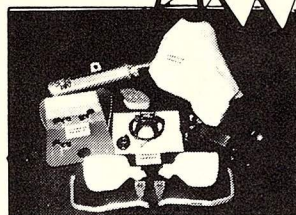
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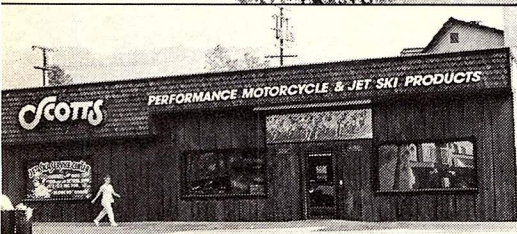
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□ With the current level of engineering in motocross bikes, a new scooter can be uncrated, rolled to the start line and taken to the checkered flag in stock trim. A racer can win on a stock bike. Yet to do so on a regular basis will take something extra; it will take some form of modification.

The MXA wrecking crew understands the racer's need for that extra competitive edge, so we have put together this guide to speed merchants. These are the people who make a living from developing, building and selling the extra edge.

MIDWEST ACTION CYCLE

Owner: Ron Lindsey
Address: 617 W. Wise Rd., Schaumburg, IL 60193; 1(800)323-0078
Specialties: Performance mods and parts for Suzukis (Hondas and Kawasakis in the future).
Pipes: Not done
Porting: \$75.00-\$120.00, depending on size and requirements
Boring: \$35.00
Head mods: \$25.00-\$100.00
Miscellaneous: Crank rebuilding \$35.00, engine rebuilding and blueprinting \$125.00-\$200.00
Suspension:
Fork revalve: Not done
Shock revalve: Not done

CPR

Owner: Guy Camaioni
Address: Box 84B, Route 4, North Hampton, PA 18067
Specialties: Performance mods for all bikes, maintains bottom and mid-range while adding top end.
Pipes: Not done
Porting: \$160.00
Boring: \$25.00
Head mods: \$30.00
Miscellaneous: Split and match cases \$35.00
Suspension:
Fork revalve: Through Kessler Pro Suspension
Shock revalve: Through Kessler Pro Suspension

DAVE MILLER CONCEPTS

Owner: Dave Miller
Address: 5620 E. LaPalma, Anaheim, CA 92807; (714)777-4084
Specialties: Performance modifications for Kawasakis, Kawasaki package race bikes, silencers for all Japanese motocrossers
Pipes: \$145-\$157
Porting: \$185
Boring: Not done
Head mods: \$60
Miscellaneous: Package bikes (includes motor/carb modifications, front/rear suspension modifications, seat, sprocket and silencer)

60cc—\$2250, 80cc—\$3100, 105 & 125cc—\$3400, 250cc—\$4750, 500cc—\$4950

Suspension:

Fork revalve: \$125 (springs extra)
Shock revalve: \$175 (springs extra)

Z RACING

Owner: Joe & Mark Zoller
Address: 330 E. Orangethorpe, Unit L, Placentia, CA 92670; (714)524-5441
Specialties: KTM motor and suspension performance modifications
Pipes: \$147-\$160
Porting: \$150
Boring: Not done
Head mods: Not done
Miscellaneous: Pre-jetted carb kit, including machined flanges to bolt onto KTMs
Suspension:
Fork revalve: \$70-\$150 (springs extra)
Shock revalve: \$70-\$150 (springs extra)

SCOTT'S SCOOTER SERVICE

Owner: Scott Forward
Address: 2625 Honolulu Ave., Montrose, CA 91020; (818)248-6747
Specialties: Suspension modifications for all current motocross and off-road bikes
Pipes: Not done
Porting: \$50.00-\$130.00
Boring: \$25.00
Head mods: \$12.50-\$38.50
Miscellaneous: High performance modifications for Jet Skis, shock springs, steel shock bodies
Suspension:
Fork revalve: \$39.95-\$129.95 (springs extra)
Shock revalve: \$79.95

PSI

Owner: Bruce Kahlhamer
Address: Rt. 2, Box 309, Wild Rose, WI 54984; (414)554-5192
Specialty: Computerized dyno modifications for all motocrossers
Pipes: \$139-\$149
Porting: \$150
Boring: \$25-\$30
Head mods: \$35-\$40
Miscellaneous: Carb boring \$35, cylinder resleeving \$100-\$125, DMC, Answer, PSI silencers \$49-\$72
Suspension:
Fork revalve: Not done
Shock revalve: Not done

KRAUSE RACING

Owner: Vic Krause
Address: 111 Fairbanks St., Addison, IL 60101; (312)543-6696
Specialties: Drive systems for all off-road bikes, high-performance pipes for all Japanese bikes 1978-'88, can also make for as far back as 1972
Pipes: \$89.00-\$169.00
Porting: \$205.00

FINDING THE EXTRA EDGE

MERCHANTS

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Boring: \$45.00

Head mods: \$45.00

Miscellaneous: SideWinder sprockets and chain, pre-jetted carbs, early model 1981-'84 accessory airboxes, Judge chain adjustment tool

Suspension:

Fork revalve: Not done

Shock revalve: Not done

DG PERFORMANCE SPECIALTIES

Owner: Bill Dooley

Address: 1230 La Loma, Anaheim, CA 92806; (714)630-5471

Specialties: Performance pipes, motors and carbs for most current motocrossers

Pipes: \$94.95-\$129.95

Porting: \$150.00

Boring: Not done

Head mods: Not done

Miscellaneous: Pre-jetted carbs

\$139.95-\$164.95

Suspension:

Fork revalve: Not done

Shock revalve: Not done

PRO CIRCUIT RACING

Owner: Mitch Payton

Address: 4214 E. LaPalma, Anaheim, CA 92807; (714)993-5400

Specialties: Motor and suspension performance modifications for all current motocross bikes

Pipes: \$149.95-\$159.95

Porting: \$215.00 plus head mods

Boring: \$25.00

Head mods: Not done

Miscellaneous: Pre-jetted carbs

\$154.95-\$164.95, silencers \$59.95, package racers, \$830.00 over cost of bike

Suspension:

Fork revalve: \$45.00-\$70.00 plus parts

Shock revalve: \$130.00 (spring extra)

VPE/BOYSEN TECH CENTER

Owner: Fred Vertucci

Address: 3963 Exchange Ave., Naples, FL 33942; (813)643-3337

Specialties: Motor and suspension modifications for all Japanese motocrossers

Pipes: Not done

Porting: Stage 1—\$145.00, Stage 2—\$245.00, Stage 3—\$450.00

Boring: \$35.00

Head mods: Not done

Miscellaneous: High-performance Jet-Ski modifications

Suspension:

Fork revalve: \$65.00

Shock revalve: \$135.00, Oil change \$85.00

FLYING MACHINE FACTORY

Owner: Don Emler

Address: 25950 Bellepointe Ave., Bldg. One, Harbor City, CA 90710; (213)539-6884

Specialties: Bolt-on performance modifications and motor modifications

Pipes: \$139.99-\$149.99

Porting: \$160.00

Boring: Not done

Head mods: \$45.00

Miscellaneous: Complete motor kits including pipe, silencer, reed cage, porting, headwork and carb—\$619.00, reed cages—\$84.95, pipe/silencer comb—\$199.95, pre-jetted Keihin carbs—\$139.99-\$179.99

Suspension:

Fork revalve: Not done

Shock revalve: Not done

DOWNERS GROVE YAMAHA

Owner: Jim Swain

Address: 330 Ogden Ave., Downers Grove, IL 60515; (312)971-2677

Specialties: Yamaha and Suzuki performance modifications

Pipes: Not done

Porting: \$129.95

Boring: \$35.00

Head mods: \$35.00

Miscellaneous: Package racers including shock/fork mods, porting, power valve matching, fork caps, filter, bars, disk cover, seat cover. YZ80—\$1799.00, YZ125—\$2999.00, YZ250—\$3599.00, YZ490—\$3399.00

Suspension:

Fork revalve: \$99.95

Shock revalve: \$109.95

BARR'S COMPETITION

Owner: Bob Barr

Address: 2507 Joe's Lake Rd., Shelby, NC 28150; (704)482-5169

Specialties: Performance motor modifications for all MXers

Pipes: \$139.00-\$149.00

Porting: \$150.00

Boring: \$20.00

Head mods: \$25.00, \$50.00

Miscellaneous: Barr's fluorescent pink seat covers—\$29.95

Suspension:

Fork revalve: \$100.00

Shock revalve: \$100.00

WEIDLER DYNAMICS

Owner: Steve Weidler

Address: 670 S. Jefferson St., Unit B, Placentia, CA 92670; (714)579-1751

Specialties: Performance modifications for Hondas

Pipes: \$159.00

Porting: \$175.00

Boring: Not done

Head mods: \$50.00

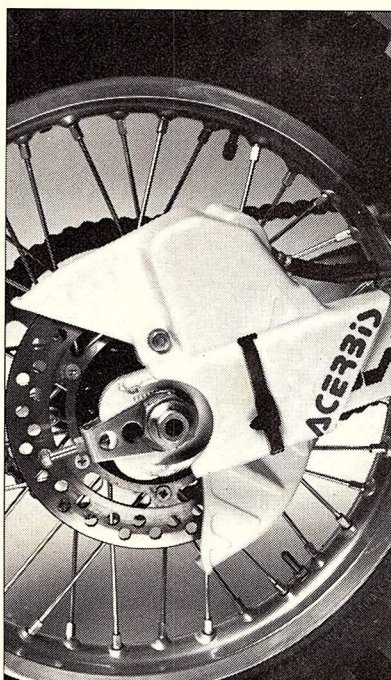
Miscellaneous: ATAC spacer—\$29.95, CR105 kits—\$505.00, includes sleeving, piston kit, porting, decking cylinder, head mod, head gasket.

Suspension:

Fork revalve: \$70.00

Shock revalve: \$140.00 (springs extra)





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Owner: Dave Antolak

Address: 2727 Sycamore Rd., Dekalb, IL 60115;
(800)225-5883

Specialties: Performance modifications for
Kawasakis and Suzukis

Pipes: \$139.95-\$149.95

Porting: \$149.95

Boring: \$35.00

Head mods: From \$35.00

Miscellaneous: Tuf Trak floating rear
brake—\$199.95, package racers:

KX80—\$1249.00, KX125—\$3059.00,

KX250—\$3599.00, KX500—\$3629.00

Suspension:

Fork revalve: \$99.00

Shock revalve: \$125.00, oil change—\$49.95

NORTH SHORE RACING

Owner: Chick Baruffi

Address: 490 Skokie Vallet Rd.,
Highland Park, IL 60035; (312)831-5372

Specialties: Honda parts, porting and suspen-
sion modifications

Pipes: Not done

Porting: \$139.00 (flow ported, change port tim-
ing, service ATAC/HPPS, head mods, change
jetting)

Boring: \$35.00

Head mods: \$35.00

Miscellaneous: Non-stick fork bushings
\$29.00, installation \$36.00

Suspension:

Fork revalve: \$98.00 includes oil

Shock revalve: \$109.00 springs extra,
\$55.00 to clean, inspect and change oil □

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Mark Cook, Cycle Guide October 1985

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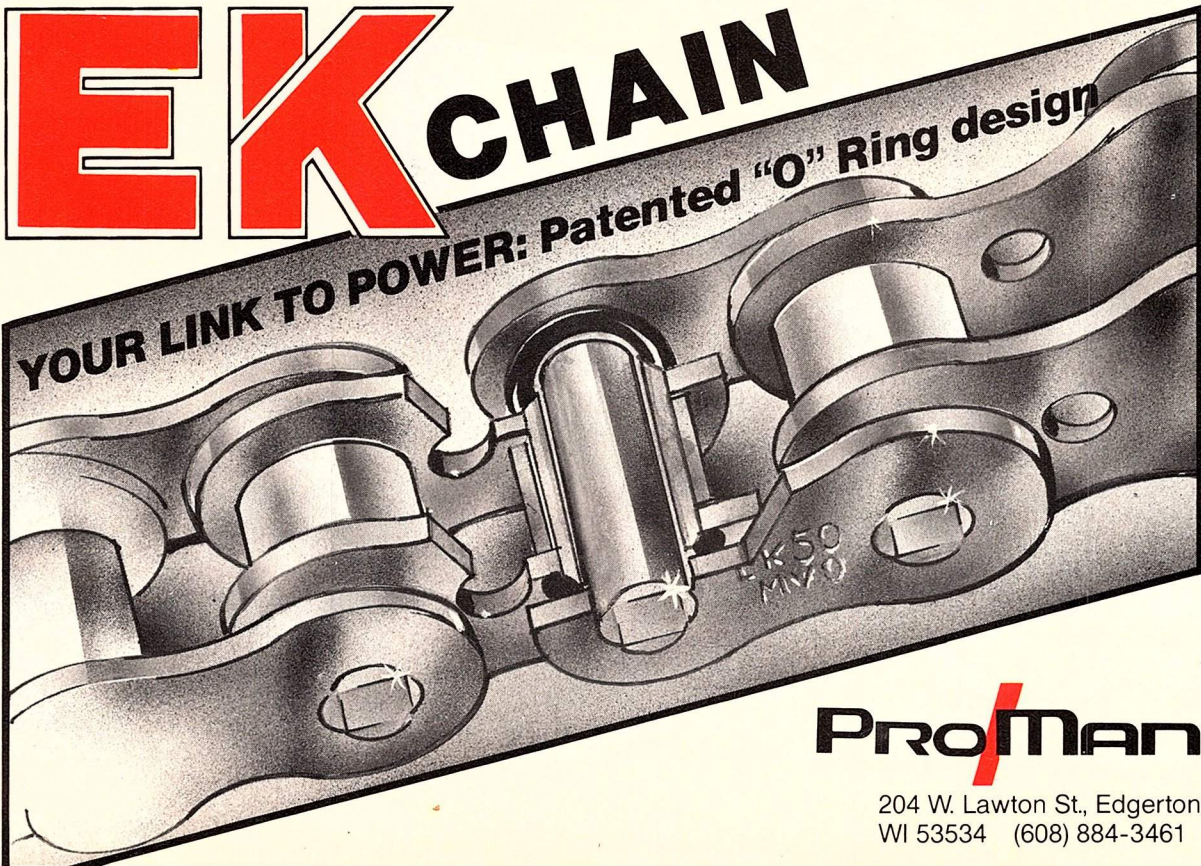
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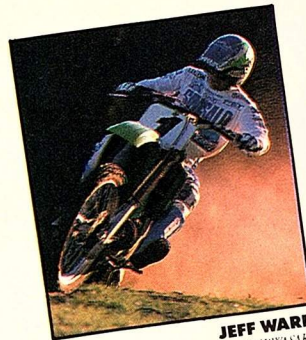
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THE BAD BOY MAKES GOOD

Rick Johnson makes sense out of the Supercross mess

Paul Buckley

By Todd Smith

□ In several years, when people are bench racing and reminiscing about the 1988 Supercross season, it will be remembered as the sole domain of Rick Johnson. Yet the moto historian, or at least someone with a good memory, will recall that it was a great deal more than just Rick Johnson winning a bunch of races and a championship.

They will recall that the fate of the Supercross series was on thin ice throughout the fall and winter of 1987, and came close to

being non-existent. Promoters Mike Goodwin and Mickey Thompson waged a bitter war over the rights to promote events in Southern California, primarily the prestigious and lucrative Anaheim Stadium race. While that battle was tied up in court, the AMA was tied up in Westerville as they awaited the outcome before deciding what events to sanction and schedule. Confusion ran amok amongst the public, sponsors, riders and press.

Finally the season got under way, but it

was not in Atlanta, as had been advertised by the Goodwin camp. And although Thompson held his race in Anaheim with all the top riders, it was for naught since it was without an AMA sanction. No sanction; no points. The real series kicked off in Houston, and when the gate dropped for the first heat, the only battles that mattered were the ones that were and would take place on the tracks. This is the outcome of the season long battles that took place in America's stadiums.



Bright future: Kawasaki's Jeff Matiasevich (201) will be a major championship threat in the not-too-distant future. Jeff won the 125 West Supercross title, then had several top placings in the 250 Class which proves that he is a very fast-rising star.

Top dog: After losing the Supercross Championship last year, Rick Johnson was determined to decimate the competition and regain his crown. Rick did just that, having a nearly flawless year. Rick is, once again, king of Supercross. ▶





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SUPERCROSS SERIES WRAP-UP



Althe Sanders

Not so happy: At the beginning of the season, Micky Dymond looked to be the one rider who could topple the Johnson/Ward dominance of the past season. Unfortunately, a hand injury forced Mick to miss the brunt of the series, eliminating him from the top ten in the standings. There are better days ahead for Micky.



Ted Domahowski

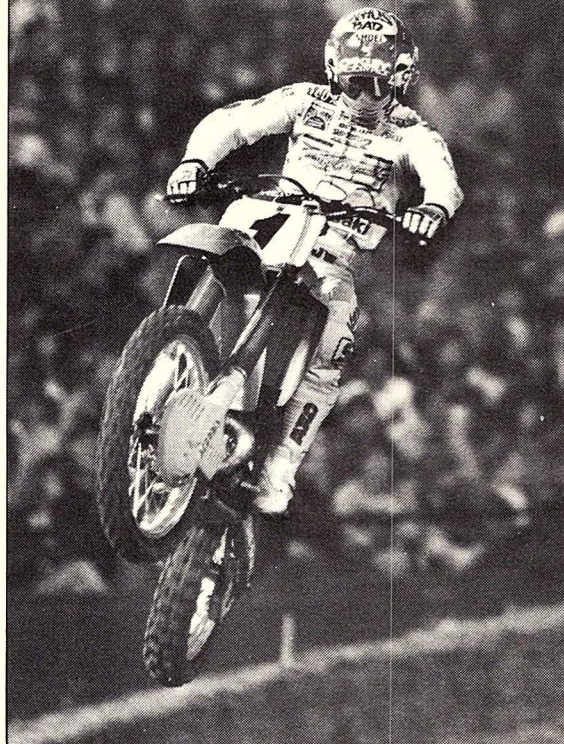
▲ **Off year:** Erik Kehoe ran hot and cold during most of the season, finishing as high as fourth three times, and as low as 16th twice. In between he rode smooth, steady races. Erik is still maturing as a rider and should be a contender in the near future.

◀ **The bouncer:** Australian Jeff Leisk (7) returned to Hondas and improved his results. Jeff has the potential to make a big impact on Supercross, but needs to smooth out his riding a bit more. With better starts, Jeff will be found out front more often.

SUPERCROSS SERIES WRAP-UP

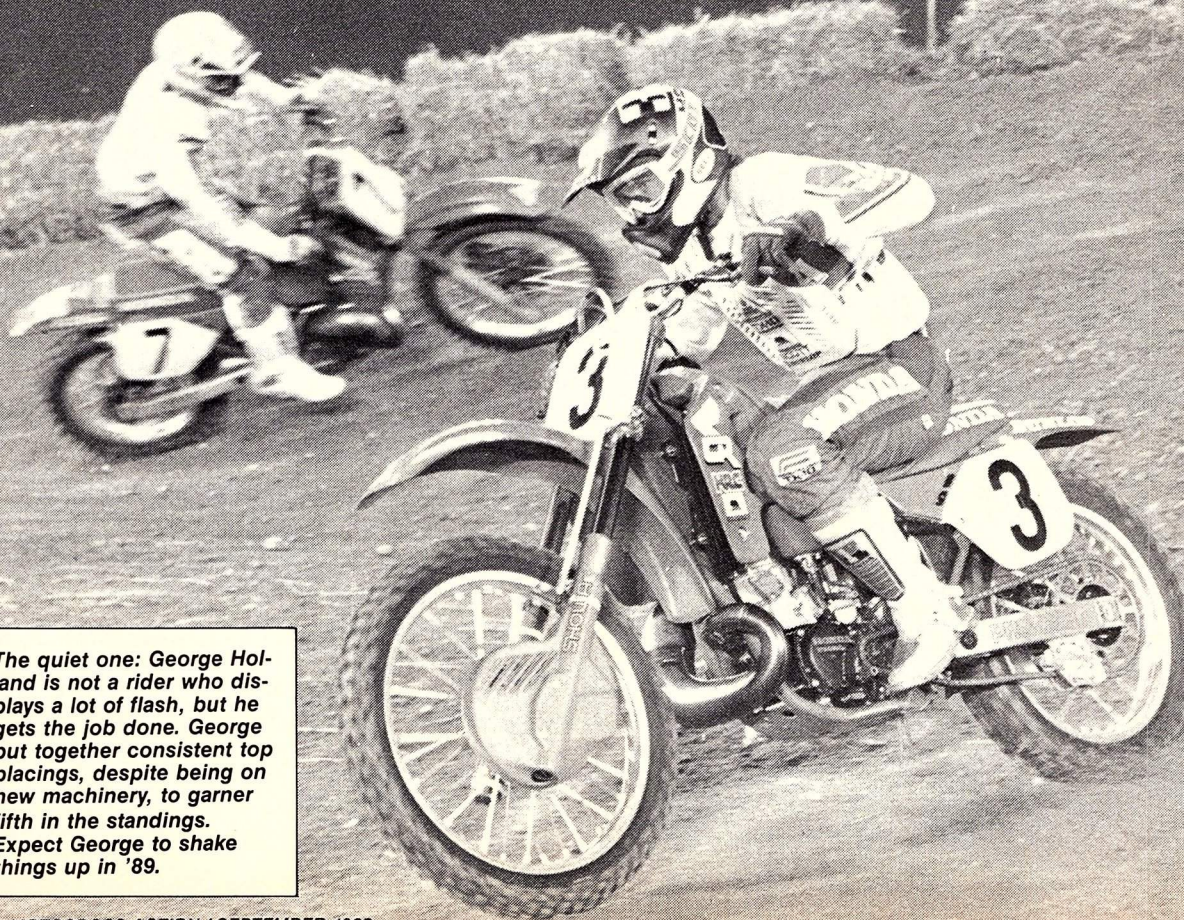


Top privateer: Despite missing several early races because of an injury, Race Tech-sponsored Doug Dubach finished in the top ten. Doug did so with strong rides from both the front and rear of the pack. Doug is an exciting rider to watch and has the talent to become a star.

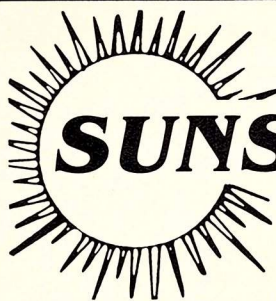


Not quite: Defending a championship is often harder than getting it. Jeff Ward started off with the win in Houston, but after that it was bridesmaid all the way. Jeff was a contender until a dislocated ankle in New Jersey took him out of the race.

Paul Buckley



The quiet one: George Holland is not a rider who displays a lot of flash, but he gets the job done. George put together consistent top placings, despite being on new machinery, to garner fifth in the standings. Expect George to shake things up in '89.



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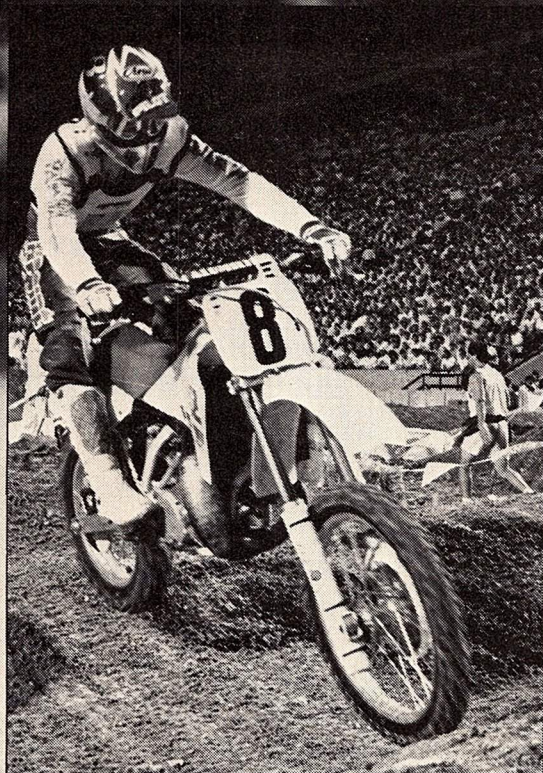
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SUPERCROSS SERIES WRAP-UP



Athie Sanders

◀ Off year, part two: Yamaha's Jeff Stanton was another rider expected to shake up the results. Jeff had trouble getting on track, and admits he is still learning the finer points of Supercross racing. Jeff has the strength and speed, he now needs to add the finesse to become a contender indoors.



The rebound: Johnny O'Mara got off to a slow start after returning from multiple knee surgeries. Over the course of the season Johnny's speed and results improved dramatically. Johnny still has what it takes to be a front-runner . . . If he can stay healthy.

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4. B. Glover . . .	15	14/15	13	18/14	15	9	11	25	149
5. G. Holland . . .	14	12/16	14	16/13	16	6	22	14	143
6. J. Leisk . . .	12	9/14	20	4/9	18	15	20	12	133
7. E. Kehoe . . .	16	18/7	18	14/18	5	5	14	8	123
8. J. O'Mara . . .	0	4/3	11	15/10	11	13	18	15	100
9. D. Dubach . . .	1	6/1	0	0/16	14	16	15	20	89
10. J. Stanton . . .	13	15/6	3	11/0	12	7	12	0	79

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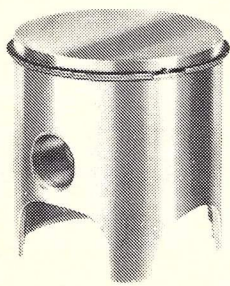


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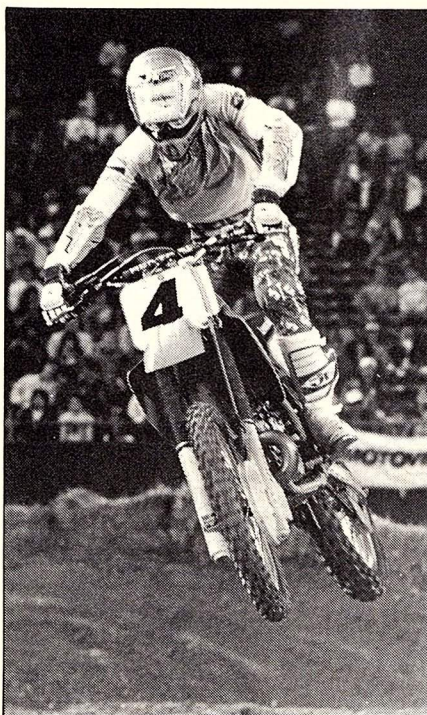
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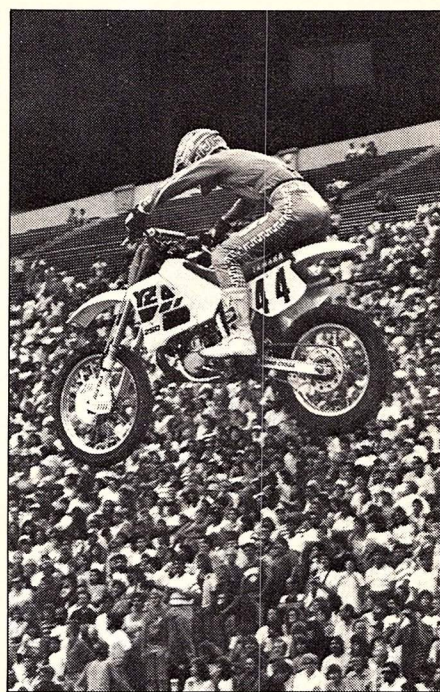
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SUPERCROSS SERIES WRAP-UP

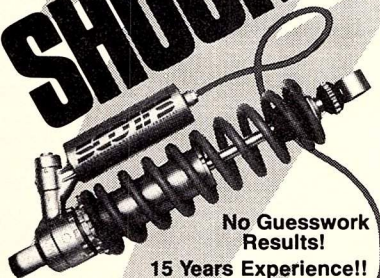


Third musketeer: Ron Lechien suffered a very frustrating season, continually finishing third behind Johnson and Ward. If Ron had gotten better starts he could easily have switched that order. Maybe next year.



Still tough: After a two-year absence with injuries, Broc Glover made a valiant return in '88. Broc silenced detractors, who said he was through, with steady performances throughout the series. Broc proved that experience and hard training will keep you competitive by winning in L.A.

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RICK JOHNSON'S STORY

HOW I WON THE WAR

• Going into the first race I felt good. I was healthy . . . healthier than I had been in the last two years and I was looking forward to a good year. Things started out on a good note when I won the Anaheim race, but unfortunately without an AMA sanction it did not count in the points race. I thought I had ridden fairly well there, and that I was in pretty good race shape.

The real season started for us in Houston, and I soon found out I was not where I wanted to be as far as conditioning. I didn't get a very good start, and I made some mistakes trying to work through the pack. I used a lot of energy and tired out at the end. I was unable to push the way I wanted on the last two laps and I ended up second to Jeff Ward.

Finishing second like that gave me the incentive I needed to push myself harder in my training and riding. I went into the two-race weekend in Seattle more confident in myself. I won the Saturday event but I was not happy with the way I rode. I knew that there was quite a bit of room for improvement, unfortunately it didn't happen overnight. The next day I finished third behind Ron Lechien and Jeff. We raced another non-points race in San Diego, which I won

on the last lap, before taking a break to race the first outdoor race.

I had some mechanical problems at the first National, which cost me the overall. I wasn't too happy about that and I was determined to win at Daytona the following weekend, which I did. After that I won all of the remaining races. Even though I won those races, it was certainly no cakewalk. Both Jeff and I dived in each race, and often I had to come from behind to win. We both had trouble keeping our bikes on two wheels, which made things interesting.

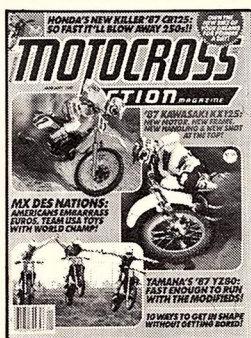
That's one of the things about supercross that I think a great deal of people don't understand. It isn't as easy as it may seem. From the grandstands the track looks smooth and even, when it is really rough and tricky. Most of the tracks are also tough to pass and make time on. To make time we have to take some weird lines or make some risky moves. Combine that with the pace that we try to keep and it is very easy to make a mistake. We really push when we are out there, and that is usually the reason we go down.

I'm happy with the way things turned out, though I'm sorry Jeff got hurt and I was able to wrap-up the title without him racing. But I'm satisfied that I earned this championship. I know that after each race I had given it all I had; that I had expended nearly every ounce of energy in my body to win that night. That feeling is what makes winning so good! • □

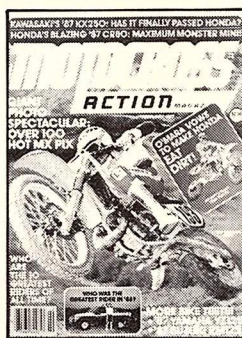
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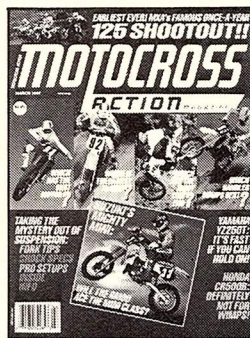
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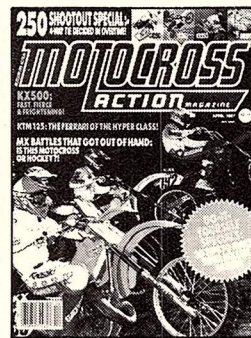
- ☐ JANUARY '87
CR125R, YZ80T, KX125, MX des Nations, Euro Supercross, Rick Johnson intrv., Star workouts



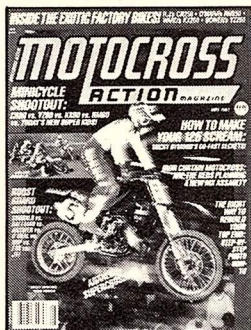
- ☐ FEBRUARY '87
KX250, YZ125T, RM250H vs. CR250R, RM125H, CR80R, Pre-mix guide, O'Mara interview



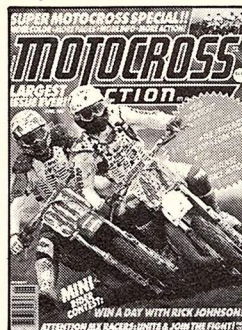
- ☐ MARCH '87
CR500R, 125s shootout, RM80H, YZ250T, Veronica Beach, 125 setups



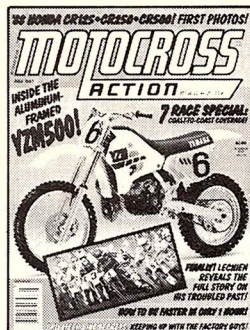
- ☐ APRIL '87
KX500, RM250H, 250s shootout, KTM 125, Paris Supercross, 250 setups, Repack silencers, Ward



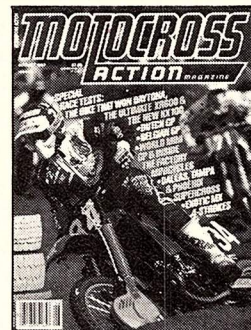
- ☐ MAY '87
YZ490, Mini shootout, KTM500, Supercross/Anaheim; Ward, Dymond, Johnson tell race secrets



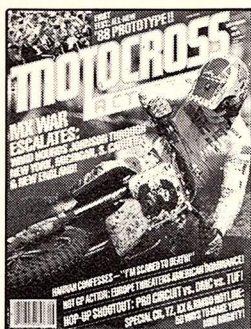
- ☐ JUNE '87
125 special, Open class shootout, Supercross/San Diego & Miami, Euro int'l, Pros pick



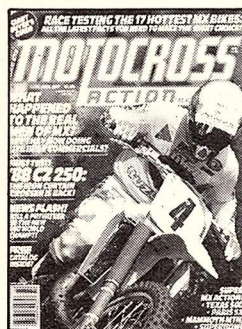
- ☐ JULY '87
YZM500, Privateer 250s, Holeshot tips, Clutch fix, Supercross/Daytona, Las Vegas



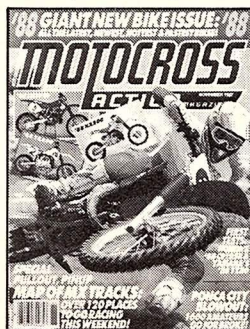
- ☐ AUGUST '87
Ryan's CR250, KX80-J2, ATK600, Supercross/Tampa, Dallas, Phoenix, Damon Bradshaw interview



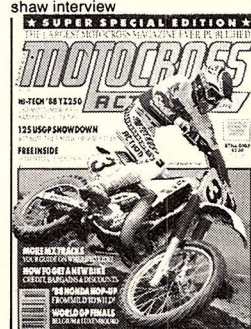
- ☐ SEPTEMBER '87
KX125s factory, White CR250R, Ten worst bikes ever, Rear suspension tricks, Hannah



- ☐ OCTOBER '87
17-bike comparison, Replace brake pads, Intermediates, 250 Nat'l Champs showdown



- ☐ NOVEMBER '87
'88s—Tech, CR125, YZ80, MXA rates top racers, Mike Fisher returns, race reports



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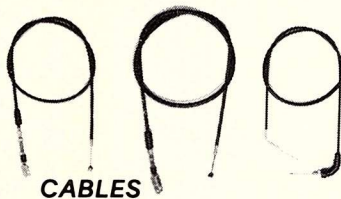
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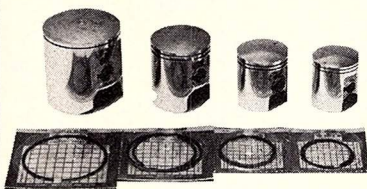
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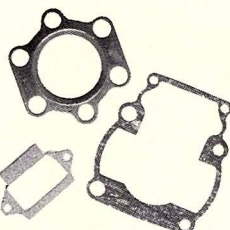
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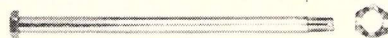
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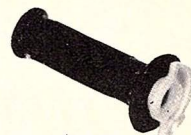
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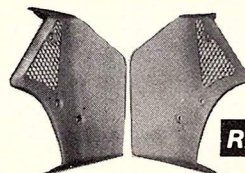


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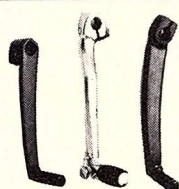


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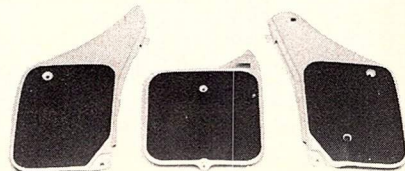
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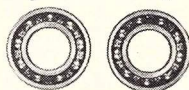
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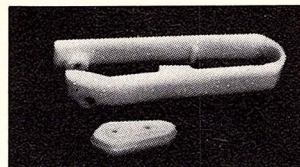
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TROUBLESHOOTING THE '88 HONDA CR125

How to burn gas,
not money

□ Motocross bikes are expensive, but the costs can continue to grow if you don't take special care of your machine. Chains wear out, clutches fry, plastic gets sandblasted, rims bend, pipes get smashed and all of this costs you big bucks. There is nothing you can do about acts of God or coming up short over the big doubles, but there is plenty you can do about avoiding costly repairs. To that end, the *MXA* wrecking crew presents a guide to potential 1988 Honda CR125 disasters and how to avoid them!

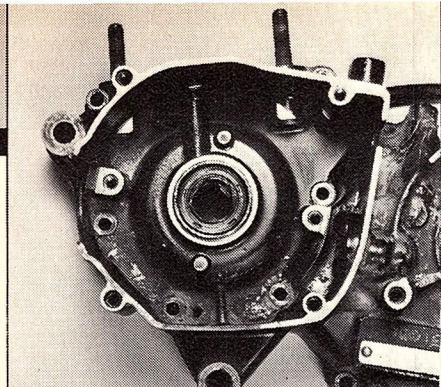


For the sake of appearance: Your Honda CR125 could become just another red bike if you don't cover the radiator shroud decals with protective mylar. Your knee will shred them in a few rides.

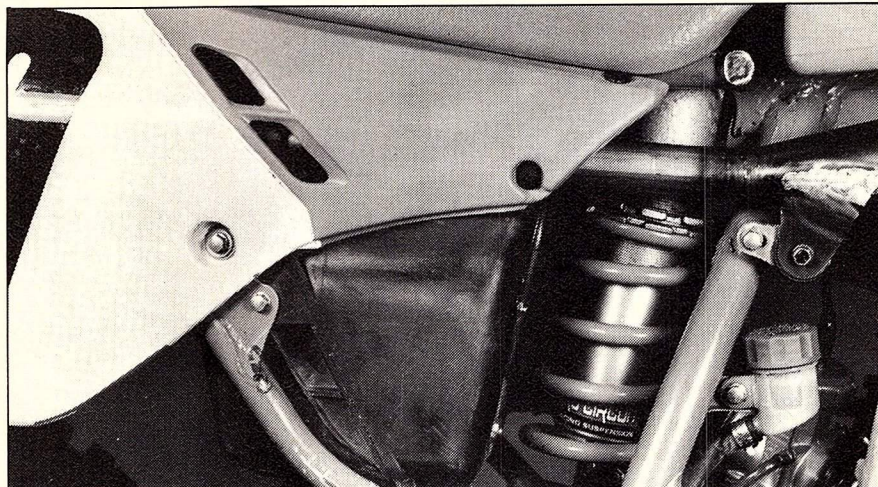
Still on top: For 1988, the Honda CR125 was a predictable and competitive package. The long-stroke motor provides ample power for Junior and Intermediate riders without expensive modifications. As usual, the ergonomics are first-rate.



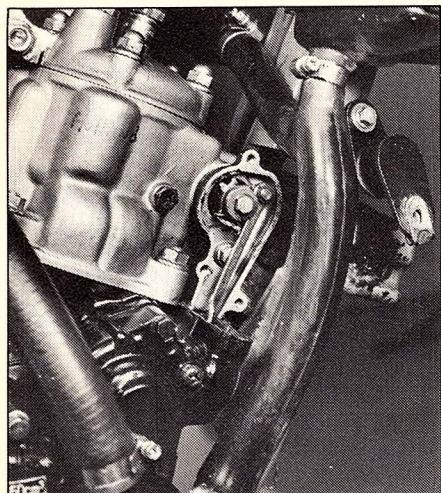
AN OUNCE OF PREVENTION



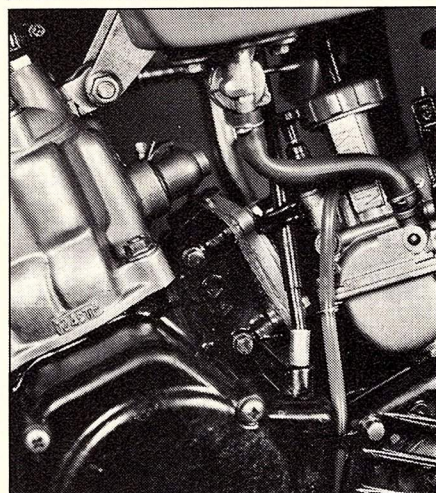
Spot the difference: A common problem on the '88 CR125 is air leaks. The left-side mag seal is one of the two places where air leaks usually occur. The seals come heavily-greased from the factory, so be sure to find out whether any moisture around the seal is extra grease or gas, which would indicate a leak.



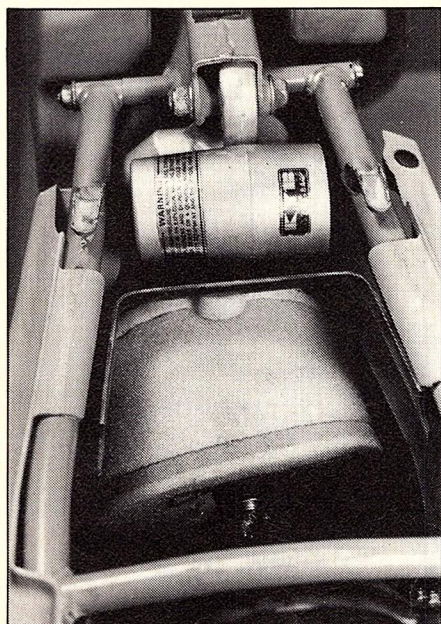
The boot trap: The Honda CR125 is still one of the best-thought-out bikes on the market, but it's not perfect. The right-side, side panel is just waiting to catch your boot in the middle of a race—take a blow dryer and heat it up so that it can be bent in, and out of the way.



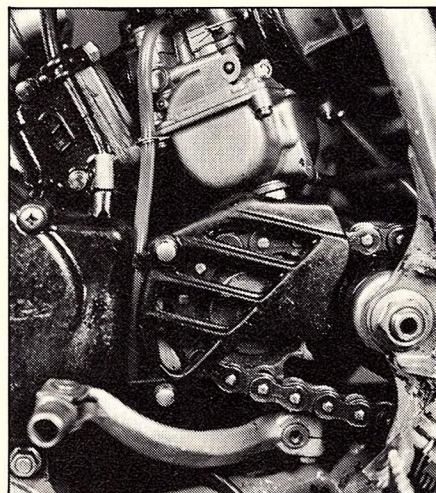
It's a delicate operation: When cleaning out the ATAC system, it's critical that the arms are not bent when loosening or tightening the bolt. Even the slightest bend will cause the bike to run poorly.



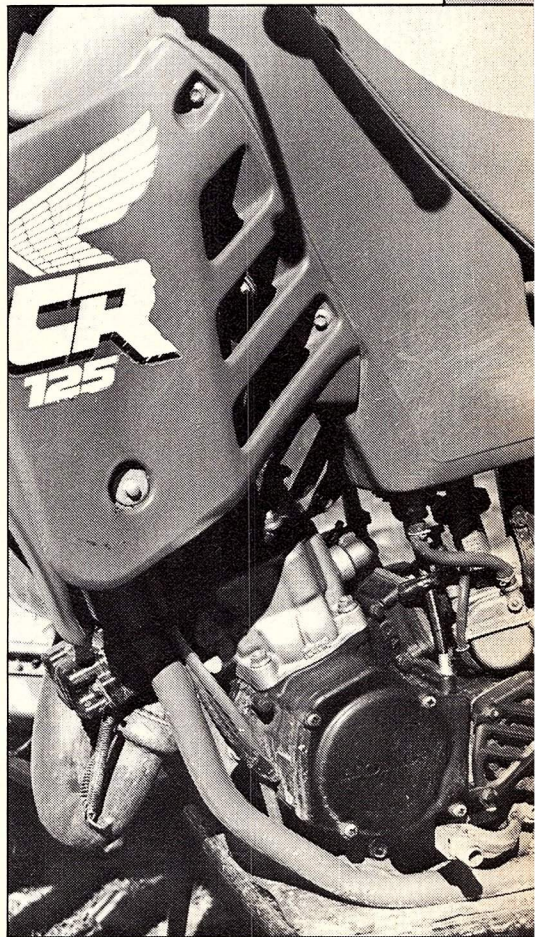
The demon seed: CR125s are notorious for air leaks in their intake manifolds. With only the four bolts securing it, the manifold can easily get warped if overtightened, or bow out in the middle when the engine gets hot. Use red Hi-Temp silicone on both sides of the gasket and manifold, and make sure it dries completely.



Simple but true: It would seem that installing the CR125's air filter would be a simple enough task, but a few riders have seized their bikes due to a misaligned installment. Take your time and be sure that the small foam knob is centered on top.



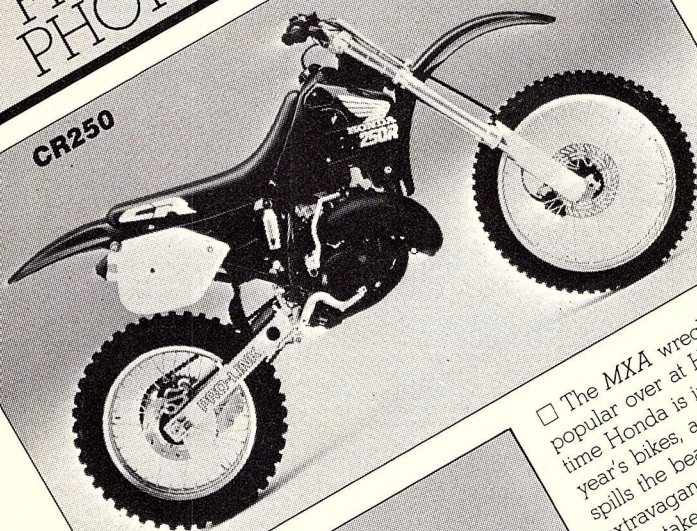
Watch it or toss it: The stock countershaft cover easily clogs with mud which can stop the bike in its tracks. Either modify the guard by cutting some of it off or take it off altogether.



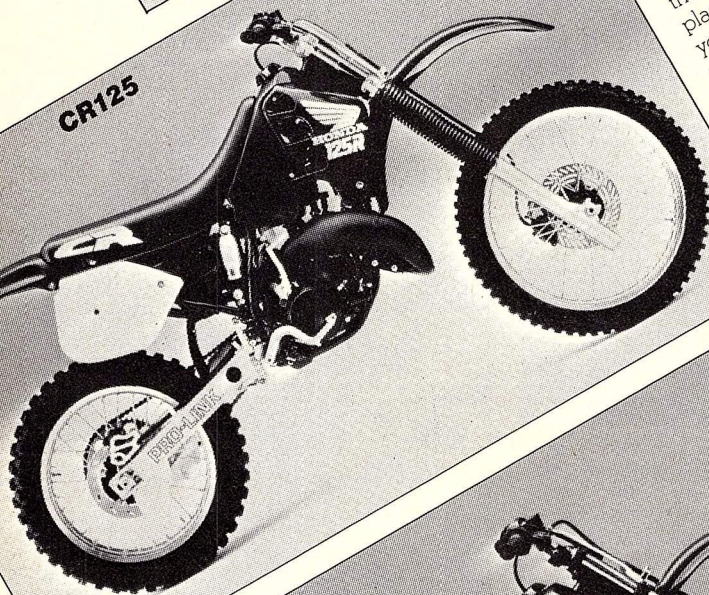
If anything, fix the head: Before you go out and spend big bucks modifying the CR with pipes and porting, try a simple and inexpensive head mod. The dome of the head is strangely shaped, which makes the bike run less than perfect. The difference in power is exceptional. □

FIRST PHOTOS

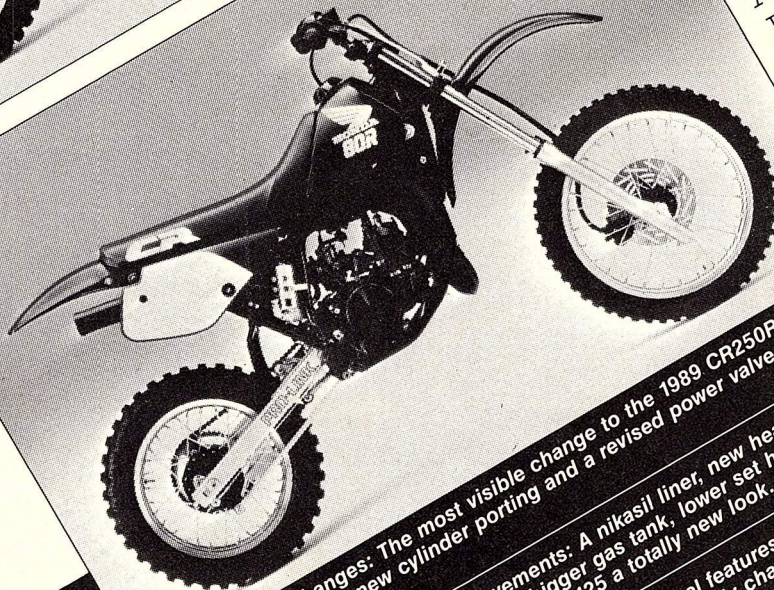
CR250



CR125



CR80



Honda CR250R changes: The most visible change to the 1989 CR250R is the 45mm upside-down Showa forks, but what you can't see is new cylinder porting and a revised power valve. Behind the side panel lurks a quieter silencer and stiffer frame.

Honda CR125R improvements: A nikasil liner, new head, quieter silencer, different shock linkage, die-cast rear hub, Low-boy pipe, bigger gas tank, lower set height, Delta box swingarm, larger airbox and altered gear ratios give the 1989 CR125 a totally new look.

Honda CR80R technical features: Since the '88 CR80 was already the rocketship of the mini class, Honda only changed the tank and seat graphics on the 82.9cc 138-lb. six-speed minicycle.

Honda CR500R updates: Honda's Open powerhouse gets the CR250 tank and pipe treatment for a lower center of gravity, but it also features upside-down Showa forks, new porting, Low-boy pipe, larger silencer and easier kickstarting system. The fuel capacity is increased, the swingarm stronger and the frame tubes beefier. Power is rumored to be smoother. ▶

□ The MXA wrecking crew isn't very popular over at Honda. It seems that every time Honda is in the middle of testing next year's bikes, a passel of MXA spy photos spills the beans before the big Honda extravaganza press show. Honda personnel have taken to hiring security guards, patrolling the test facility and disguising the prototypes with ugly paint and old plastic to stop MXA. MXA wants to show you the latest bikes now—Honda doesn't want you to see the new bikes until they are ready. For 1989, the MXA spy crew

couldn't crack the Honda test facility in the States, so we went to Europe and grabbed off spy photos of the 1989 Honda prototypes in Belgium. Pretty sneaky! Now, these are the real things! The 1989 Honda CRs are here. Yes, they look just like the spy photos we showed you back in May, but these Hondas you can buy But in the habit of making just enough bikes to satisfy the demand—and not one bike left over. Check out the 1989 Hondas. □

1989 HONDA MOTOCROSSERS

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A SNEAK PEEK AT NEW IRON

EXCLUSIVE! 1989 YAMAHA MOTOCROSSERS

Just how new? What Yamaha accomplished with the '88 YZ250, they've now done for the YZ125—it's all new. Nissin brakes do the stopping and the 125 has a quick removal clutch cover along with a completely new motor. Rear shock linkage is also new and the radiators on both the 125 and 250 are lower.



Count the new parts: Yamaha's '88 YZ125 has a new frame which is designed to provide more rigidity. The chainguide is reinforced and the long-sought-after Swedish type of rubber chain blocks are used to get rid of the renowned YZ chain clatter. Kayaba upside-down forks are used in conjunction with a new large-bladder rear shock. The swingarm is stronger.



Subject to change: Yamaha made big changes between the '88 and '89. The 250 has a smaller four-pedal reed (similar to the 125), plus a new airbox and filter with a huge intake tract. Both '89 YZs use longer silencers for less noise. Front and rear discs are now drilled and slotted.



Almost perfect: Unfortunately, the YZ250 doesn't have a quick removal clutch cover, but it does have a removable rear subframe on one side. The '89 has the same linkage this year, but the frame has been beefed up and the front down tube is now rectangular. Rear rubber is the new 19-incher on both the 125 and 250.



Based on the YZMs & built for speed

□ Each and every year the factories introduce next year's models earlier and earlier. In the past, bikes hit the showrooms around Christmastime. Recently, in the rush for more sales, bikes have started to be introduced in November. Last year they hit

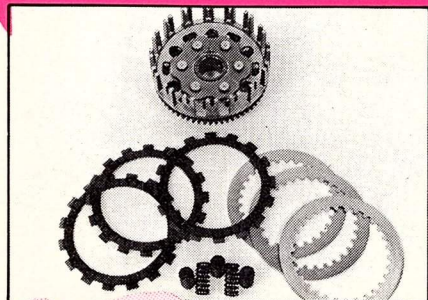
the showrooms in mid-October, and for 1989 you can expect to find the latest iron in the showrooms any day now.

Why the early release? The factories are making a serious effort to get the bikes to the riders before the snow falls. It has never made any sense to release the new models when the ground is frozen solid for half of the country. If the bikes can be produced by fall, riders will still have a chance to sell

their used bike, and get new iron for an attack on the fall racing series. Somebody has to be first, and for 1989 it looks like Yamaha will have its new models out on the track first.

Looking for a new bike? Is your old scooter starting to show signs of age? Got money burning a hole in your pocket? Are you looking for an early Christmas present? Check out the new 1989 YZs. □

88 YAMAHA



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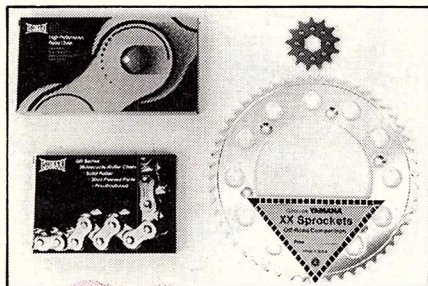


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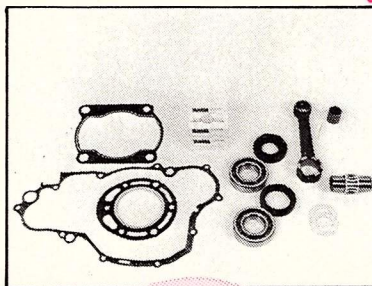
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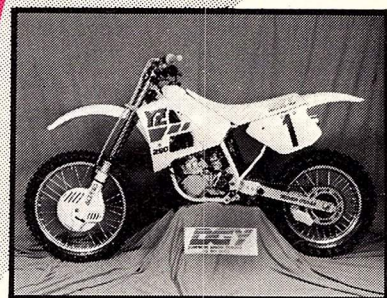


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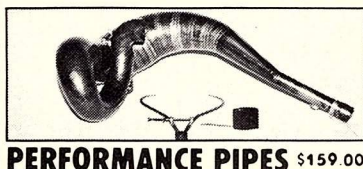
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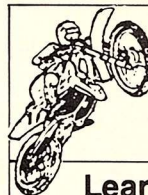
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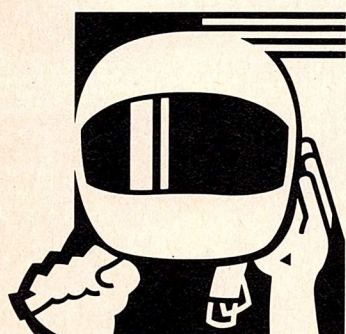
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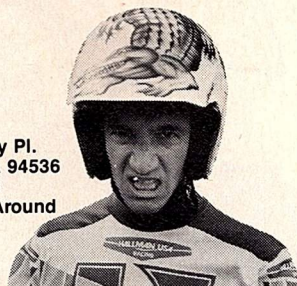
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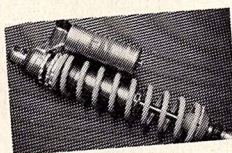
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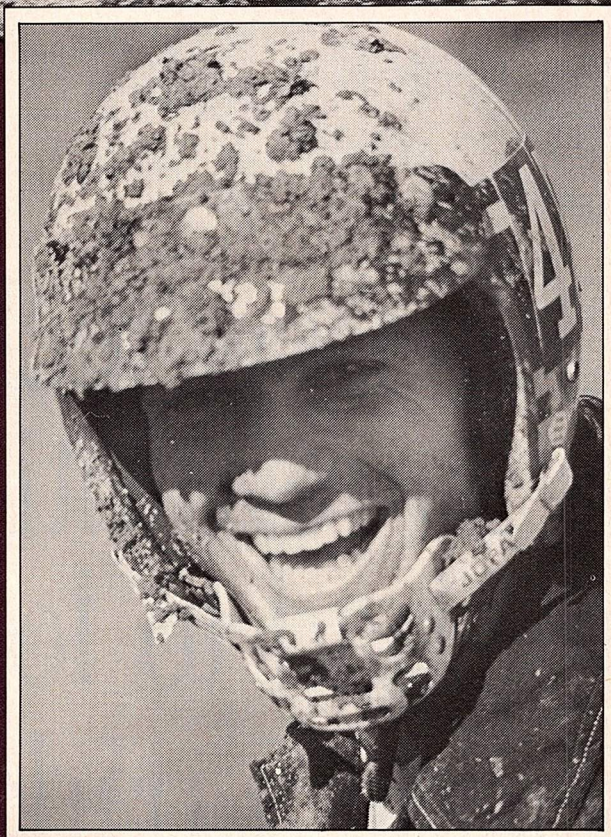
Great Moments



The Day that Friendship Didn't Pay

□ The year? 1977. The rider? Gary Ogden. Young Mr. Ogden was one of the San Diego area's hottest riders. When the 125 Nationals rolled around in '77, Gary signed on with the powerful FMF team, although he was big for a 125 rider; he shocked the National circuit with a third place at the opening round in Hangtown. Ogden continued to race the full season and ended the 125 Nationals in eighth place (just a few points behind Mark Barnett). Factory teams were looking at the tall, dark-haired rider.

When the 1977 Trans-AMA series started, Gary Ogden moved to the 250 Support class, and was a serious threat to win the class and get full factory support for 1978. At the Florida round, Ogden's dream came true as he smoked the 250 competition to earn the overall victory. As he flashed toward the finish line on the last lap, Gary stopped in front of the line, shook hands with his mechanic, had him hop on board, and the two friends crossed the line in victory. It was a short, lived victory. Ogden was disqualified by the AMA for giving his mechanic a 50-foot ride. The win, the money and the prestige were taken away. A week later Gary broke his leg and was out for the rest of the season! Gary Ogden never got the factory ride he had earned.



Going fast: Today, Gary Ogden is a helicopter pilot in San Diego. Gary took up flying after his racing days were over. He spent two years flying tours through the Grand Canyon. □

■ To understand what makes these items of sporting apparel so unique on the outside, you first need to know how they're different on the inside. And, most importantly, why our exclusive BioFoam™ padded cell technology is going to revolutionize the field of sports protection as we know it today.

biofoam™

In 1986, we set out to develop lightweight, flexible, high-impact clothing that would be ideally suited to a wide range of sporting activities. What we devised was a globally patented method of bonding durable, elastic fabric over pressure-molded, high-density foam padding. BioFoam was born.

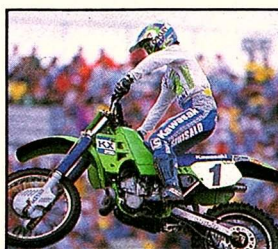
■ BioFoam gave us, and a growing number of apparel manufacturers, the

ability to strategically position "protection zones" in critical contact areas on a variety of equipment. Take our own SCD™ motocross pants, for example.

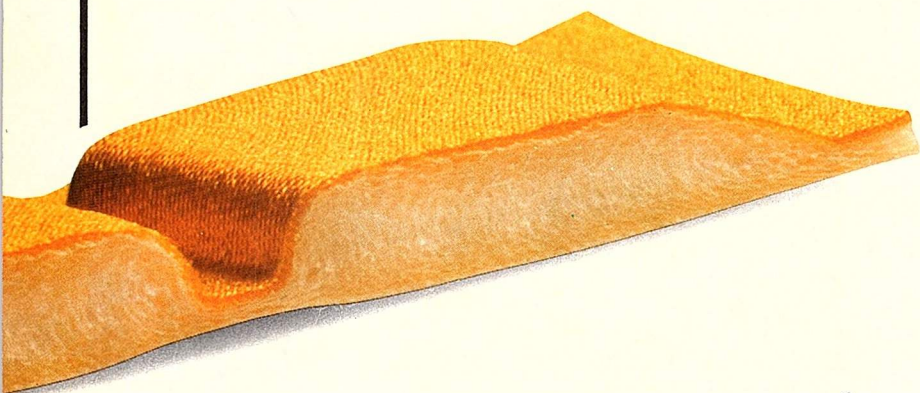
After tailoring heavy duty nylon material into a snug, form-fitting pattern. BioFoam padded cells are

integrated into the waist, hips, and thighs to protect the lower body from rocks, debris, and other rider. Not to mention the occasional meeting with Mother Earth.

■ Our SCD™ elbow guards pro-



JEFF WARD TEAM KAWASAKI



Our new technology
is so revolutionary,
we had to lock it up
inside a padded cell.

MADE IN
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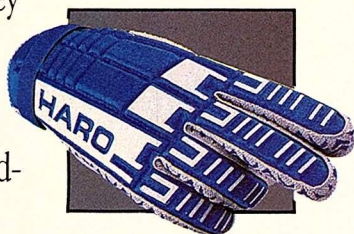


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vide over 30 square inches of BioFoam protection. And a BioFoam collar is nestled into a frequently overlooked (yet potentially vulnerable) area of our chest protector. But we're not the only ones building on BioFoam.

■ AXO Sport incorporates BioFoam panels into their brand new BodyGuard™ cycling shorts, and contoured channels of padding across the fingers, back and wrist of their Series 40 gloves. Haro Designs followed suit with their own skateboarding and bicycling products. Honda Line™ uses BioFoam in their TX-10 pants, gloves and kidney belt. And this is only the beginning.

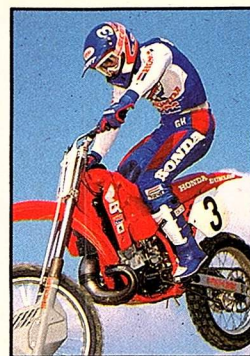
■ Soon, BioFoam will be appearing world-



wide on a variety of sporting apparel, equipment and accessories. For summer or winter. Wet or dry. Indoors or out. Protecting sports enthusiasts both young and old.

■ In fact, only one question remains: Where will the amazing, powerful BioFoam technology go from here? If we can't keep it locked up in a padded cell, the answer should be obvious.

Anywhere it wants to.



GEORGE HOLLAND
TEAM HONDA

Motorcross Action Magazine Photo

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RACERS WHO FOOT THE BILL SAY IT PAYS TO WEAR THE TURBO PLUS.

Take a look around the pits next time you're at the track. Chances are you'll see that AXO Turbo Plus boots are the overwhelming choice of racers who pay their own way. And with very good reason.

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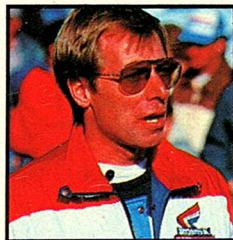


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— the key ingredients in any Alpinestars boot. Italian styling in brilliant colors, exceptional design and attention to detail. Quality in the finest leather, combined with internal and external plastic in high stress, wear and impact areas. Four multi-adjustable cam-lock buckles insure a tight fit, a must for proper ankle support. All boots feature an air-pocket to prevent bruised heels, a wider, contoured steel shank for maximum arch protection and the unique Alpinestars "Sky-Walk" sole.



World leaders in boot technology, Alpinestars has a history longer than the sport of motocross itself. Originally a ski boot manufacturer, Alpinestars was the first to produce a boot specifically for off-road motorcycling. And over the last twenty-some-odd years they've perfected boot manufacturing to an art. Advances in technology have allowed them to add new materials and plastics for improved protection but what makes them the best now is the same thing they had when they started - craftsmen that realize a boot



is not a motorcycle accessory but a human accessory. Each boot is hand-crafted and hand-stitched around patented equipment that simulates a human foot, making each anatomically correct - and that makes all the difference in the world.

"A motorcycle competitor cannot afford an injury of any kind, especially to the vulnerable feet and ankles. Alpinestars boots provide the maximum protection against such injuries." Roger DeCoster